

The Hongkong Telegraph

六拜禮 號四十月四英港香 SATURDAY, APRIL 14, 1928. 日四廿月二潤

Dollar on Demand—2s. 6.3/16d.
Lighting-up Time—6.43 p.m.
High Water—3.28 p.m.

BUICK 1928

Examine Buick carefully, part by part. You'll find every bit of material used—every nut and cotter pin—of the highest quality.

Open Models... \$81,525 to \$92,070
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BREMEN CROSSES ATLANTIC.

FIRST FLIGHT FROM WEST TO EAST.

GERMANS ARE REPORTED NEAR QUEBEC.

ST. JOHN'S RADIO.

It appears from a radio message from Newfoundland, received just before we went to press, that the German flyers have succeeded in making the first Atlantic crossing from west to east. They are reported to be at Greenly Island, on the coast of Quebec.

Unfavourable Weather.

London, Apr. 13.

There was no news of the Bremen at 10.30 this morning. She was last sighted at sea at 3.30 p.m. yesterday. Weather reports for the Atlantic are adverse. The majestic, one day out from Southampton, radioed that heavy head-wind had developed, enough to effect the fliers seriously.

The Bremen has no wireless and no lifesaving appliances. The rations consist of eighteen beef sandwiches, six oranges and six bananas, chocolate, and nine flasks of beef tea, and coffee.—*Reuter.*

Reported Sighted.

New York, Apr. 13.

The Canadian Press reports that the Bremen has been sighted over Kingport, Nova Scotia.—*Reuter's American Service.*

Skipper's Conviction.

Kingport, Apr. 13.

An aeroplane flying high in a west-south-west direction was sighted at 10.30 this morning, local time, by the Captain of the Canadian Government steamer Arras who is convinced that the aeroplane is the "Bremen".—*Reuter's American Service.*

No News Whatever.

London, Apr. 13.

Countless rumours that the "Bremen" had landed from mouth to mouth in America and Europe following the usual fantastic stories of the sighting and hearing of aeroplanes at dozens of different points.

Exhaustive enquiries along the coasts of New England and Nova Scotia have proved fruitless, however.

A hoaxer actually telephoned to Berlin from New York describing the firm's landing at New York with enormous crowds and bands playing the German and American National Anthems, but New York wired at 10.15 in the evening, (Greenwich time), that there was no news of the firm.—*Reuter.*

No Confirmation.

London, Apr. 13.

Reports have been received from Nova Scotia that an aeroplane, believed to be the German machine "Bremen", was sighted there this morning. The Captain of the Canadian Government steamer Arras says he saw the aeroplane with several persons aboard but it was flying too high for him to distinguish markings. The same aeroplane appears to have been seen at various points in Yarmouth County.

However, there is no confirmation that the machine in question was that of the German flyers Captain Kochl and Baron von Huendel who, with Commandant Fitzmaurice of the Irish Free State, left Ireland yesterday morning to fly the Atlantic.—*British Wireless.*

Plane at Greenly Island.

St. John's, Apr. 14.

The wireless operator at Amour Point, Newfoundland, has witnessed the following message "German plane at Greenly Island."—*Reuter's American Service.*

Greenly Island is in the Straits of Belle Isle on the coast of Quebec, north-north east of Newfoundland.

The coxswain of the Man Yan ferry launch running between Hongkong and Yau-mat was yesterday responsible for the rescue of a Chinese woman who jumped into the Harbour in an attempt to commit suicide.

OPIUM SMUGGLED OPENLY.

DRUG FROM CHINA SEIZED IN THE STRAITS.

GENEVA DISCUSSION.

Geneva, Apr. 13.

The refusal of the Secretariat to furnish the Press with the annual report on the traffic in opium and other dangerous goods led journalists to protest at a meeting of the Opium Committee which, after a discussion, rectified the complaint.

Certain discrepancies were noted in the German and Dutch returns. Sir Malcolm Delevingne supported M. Bourgeois who suggested a uniform system of control for goods in transit. It was decided that the attention of the Spanish Government be drawn to the absence of information regarding exports, thereby precluding the possibility of a comparison with the quantities not consumed.

There was an animated discussion by the British and Chinese delegates on the subject of open smuggling, especially in the Straits, the allegation being that large quantities of opium from China were seized there. This subject will be discussed again when the Far East report comes up later.—*Reuter.*

MUSLIM HOSTEL.

NEW BUILDING TO BE ERECTED.

The plan for the construction of a new Muslim Hostel in Shelley Street has been approved by the Building Authority.

The contract for the erection of the building was signed by four Trustees representing the Muslim community of Hongkong with Messrs. Hang Tai & Co., contractors of Kowloon. The building will be an imposing two-storey structure and when complete will command a good view of the harbour. It will be credit to the community and a boon to Muslim travellers.

The construction of the Hostel was the outcome of the suggestion of Khan Sahib Nawab Khan, of the Indian Moslem Society, who was further instrumental in securing funds for the erection of same.

Khan Sahib Nawab Khan is attached to the Hongkong Police Force and is a popular member of the Muslim community. He is one of the four Trustees acting in conjunction with Mr. S. A. Sepher, another Trustee, in effecting improvements in the Mosque and Cemetery.

The architects are Messrs. Denison, Ram and Gibbs.

LEAVING FOR HOME.

PRESENTATIONS TO MR. JAMES HYDE.

Interesting presentations to Mr. James Hyde, of the Hongkong and Kowloon Wharf and Godown Co., who is proceeding home on retirement next week, were made yesterday.

In the afternoon, Mr. Hyde was presented by the foreign staff of the Wharf and Godown Company with a blackwood tea-table, and by the Chinese and outdoor staff with a gold wristlet watch.

Last evening, at the Kowloon Bowling Green Club, Mr. Hyde was made the recipient of a travelling clock, together with a blackwood base, suitably inscribed, enabling the clock to be used in the house. Mr. B. Wylie, President of the Club, in making the presentation, stated that Mr. Hyde had been a member of the General Committee and the Building Sub-Committee, and his advice and assistance in the interests of the Club had been invaluable. Mr. Hyde suitably replied.

A Chinese named Wong Shing-fuk has made a strange report to the police. According to his story, he entrusted the sum of \$2,500, in Canton currency, to a friend to be converted into Hongkong money. The friend took the money on April 9th and since then Wong had seen his friend, who, being asked about the money, said he entrusted it to his wife to change, but that she had absconded.

MASKED PIRATES AS GAOLERS.

SOLVIKEN PASSENGER RANSOMED.

EIGHT MONTHS IN HANDS OF HIS CAPTORS.

A MOUNTAIN PRISON.

After being in captivity for over eight months one of the Solviken's passengers, taken away by pirates following the seizure of that vessel on a voyage between Hongkong and Saigon during August of last year, has just been liberated after payment of a heavy ransom.

The passenger in question, Ng Kam Yee, a clerk who was on his way to take up a position with the Compagnie Agricole Indochinoise of Saigon, has returned to Hongkong. In an interview with a *Telegraph* representative, he gave his impressions of his sojourn amongst the pirates.

He stated that on being taken ashore, he and the seven other captives from the Solviken, were marched inland to the mountain fastnesses of the region between the North and East Rivers. His captors were Malays, and he believed they were disbanded soldiers who at one time or other had fought under General Chan Kwong-ming.

Pirates' Faces Masked.

In any case, after having turned pirates, they were anxious to avoid contact with the regulars, and during those eight months of captivity they moved their prisoners from one place to another, rarely staying in any one place for longer period than one month.

When at those moments when they had necessarily to appear before the prisoners, they were careful to keep their faces covered with masks.

Ng Kam Yee said the rations allowed to him and the other prisoners were poor in quantity and quality. They suffered all forms of cruelty, being often bastinadoed when the pirates fretted over the tardy arrival of their ransom money.

Through the efforts of his wife and relatives to whom he had written many letters explaining the miserable situation in which he found himself, Ng Kam Yee was at length freed on the payment of ransom money amounting to \$3,365.

Pirate as Guide.

Then he was taken to the point of embarkation on a river, with a pirate as his guide, and given instructions as to how to make his way back to Hongkong. After three days of travel by boat and train, he eventually arrived in Hongkong yesterday, looking somewhat ill-nourished but otherwise very little the worse for his unusual experience.

The Solviken, a Chinese steamer flying the Norwegian flag, was pirated in July of last year after leaving Hongkong on a voyage to Saigon by pirates who boarded her in the usual guise of passengers here.

The vessel was taken to Bias Bay where bullion and cargo amounting to over \$20,000 in value was removed ashore. Eight Chinese were kidnapped from the ship and of these it appears that Ng Kam Yee has been the only one freed so far by the pirates.

SUGAR DUTY MAY BE REDUCED.

REPORTED INTENTION OF MR. CHURCHILL.

London, Apr. 13.

With the object of helping the British refiners suffering competition by the dumping of foreign white sugar and the subsidised Home-grown best sugar, Mr. Churchill, in the forthcoming Budget, is credited with the intention to reduce the duty on sugar, polarising at and below 98 degrees.

Opposition is expected from Australia and Mauritius whose sugars have a polarisation of 99 degrees. The Australian Government, at the request of the Australian producers, has made a representation to Mr. Churchill.—*Reuter.*

BYE-ELECTION IN LONDON.

DIPLOMAT MAY CONTEST MARYLEBONE.

NOTABLE CAREER.

London, Apr. 13.

At a meeting to-night, Sir Rennell Rodd will be proposed as the official Conservative candidate in the bye-election in the London Borough of Marylebone, necessitated by the elevation of Sir Douglas Hogg to the Lord Chancellorship.

The adoption of Sir Rennell Rodd who, in his 70th year, would mark the entry of a distinguished diplomat into political life. He has performed Ambassadorial service in most of Courts of Europe and has been engaged in special missions in the East and other parts of the world. From 1908 to 1919, he was British Ambassador in Italy.

At the last election, against the Labour candidate, Sir Douglas Hogg won the seat at Marylebone by a majority of over 15,000 votes.—*British Wireless.*

HOSTILITIES IN THE NORTH.

MANY ARMIES ON THE MOVE.

That hostilities have broken in many sectors of the Chinese war zone is indicated by messages which leaders of the Fengtien and Nationalist forces have dispatched to their respective headquarters during the past few days.

An overnight Chinese telegram says that Marshal Sun Chuan-fang, one of the most influential of the Fengtien leaders, has wired to Peking stating that Marshal Chang Chung-chang arrived at Lincheng, Shantung, and since then fighting has broken out in the southern and western parts of Shantung and along parts of the Tientsin-Pukow Railway.

Fighting is also going on along the Peking-Hankow and Chingling-Taiyuan lines, as a vernacular cable states that General Yang Yuting and General Chang Hsueh-liang, son of Marshal Chang Tso-lin, are now directing their men at Shihchiachung and making preparations to launch offensives on the Nationalist troops along the two railway lines.

An authentic Chinese cable says that the Nationalists have concentrated a big Army, consisting of 100,000 men, at Hsuehchow, ready to move up and launch attacks on districts in the north-eastern and north-western sectors of Hsuehchow.

A telegram dated yesterday, from Shanghai, reports that after his announcement of a general attack on the Fengtien Army the "Christian" General, Marshal Feng Yu-hsiang, is reported to have mobilized all his troops on the eastern sector to move up to the front against the Fengtien-ites. A British naval wireless message says it is reported that General Pei Tsung-hsi and General Chen Chien are massing their troops on the southern section of the Kihnan Railway.

BRITAIN'S FOREIGN MINISTER.

SPENDING HOLIDAY IN HOLLAND.

London, April 13.

Sir Austen and Lady Chamberlain, with their son and daughter, arrived to-day at the Hook of Holland for a short holiday in Holland. They immediately proceeded to The Hague, where they will be the guests of Mr. Richard Tobin, the American Minister.

To-night, Mr. Beelaerts van Blokland, the Dutch Foreign Minister, is giving a dinner in honour of the British Foreign Minister. On Monday, Sir Austen and Lady Chamberlain will be entertained to dinner by Jankeer van Karnebeek, the former Foreign Minister, and on Tuesday they will be present at a dinner at the British Legation. Sir Austen will, during his stay, visit the Dutch bulb gardens near The Hague and Haarlem.—*British Wireless.*

CONSTRUCTION CO PROSPECTS.

SAVING IN GENERAL CHARGES.

REORGANISATION PLAN TO BE TRIED OUT.

THE SHARE CAPITAL.

A reduction in general establishment charges to the extent of \$2,000 per month was announced by Mr. R. G. Sheehan in presiding, this morning, at the sixth annual meeting of shareholders of the Hongkong Engineering and Construction Co., Ltd.

It was also revealed that the Company will in future carry on business purely as contractors and will not compete with local architects and civil engineers in the preparation of designs and plans.

The Company will, stated Mr. Sheehan, shortly have two complete Franki piling equipments, each at Hongkong, Shanghai and Tientsin. Further statements made by the Chairman were that the idea of winding up the Company should not be entertained until the reorganisation recently effected has been thoroughly tried out, and that the question of reducing the share capital at present remains in abeyance.

Chairman's Speech.

Addressing the shareholders, Mr. Sheehan said:—Gentlemen, With your permission, I propose to take as read the report and accounts for the year 1927, printed copies of same having been in your hands for the prescribed period.

No doubt it will be disappointing to all concerned to learn that the accounts for last year show a further loss amounting to \$52,029.93. This can be attributed in the main to the very slow recovery of the building trade in South China, together with the fact that the year in question has had to bear charges in respect of depreciation and establishment expenses which, although a reducing quantity, were, in total, still out of proportion to the amount of work secured and completed.

I said on a similar occasion last year that the policy of the Directors would be to reduce our general charges to the absolute minimum compatible with efficiency, so as to conserve such working capital as still remained, in order that we might take full advantage of the slightly improved prospects of business which appeared to be opening out. This policy has been rigorously followed, but without some little sacrifice, and I am now in a position to state that as from 1st January, 1928, our general establishment charges will be less by some \$2,000 per month as compared with any previous year.

A Better Complexion.

Apart from the fact that more than half of the loss for the year 1927 consisted of depreciation charges over which we have no control, it will be seen that a reduction in general establishment charges of approximately \$24,000 for the current year should give a much better complexion of the accounts.

In this connexion, I take the opportunity of saying to you, a decision taken by your Directors in the matter of the Company's policy, that in future the Company should carry on business purely as contractors and should not compete with local architects and civil engineers in the preparation of designs and plans on behalf of clients.

As a natural consequence of this, your Directors found it unnecessary to retain the services of Mr. L. G. G. as Manager and Civil Engineer, and Mr. G. G. accordingly returned to Europe on 3rd January, 1928. Mr. S. G. Cook, our Secretary, then continued the duties of Secretary and Manager, and our executive staff was reinforced by the arrival of Mr. R. Simmons, a constructional engineer who has had wide experience with leading firms of contractors both in England and abroad. He came to us in the capacity of General Works Manager straight from the completion of important works in southern India.

(Continued on Page 16.)

Bulls and Innors

From the Office Butts.

A local residents' association is agitating for university research on the breathing system of frogs. metal can touch you.

"Safety First."—A woman should always take the cigarette out of your mouth before she pulls the nightgown over her head.

Our idea of disarmament is to build warships by public subscription.

Sports note:—Soon our bathing belles will be out to show their form.

Football Poser:—If a team has three drawn games in a season how many times may it be photographed?

To-day's stray bat from the belfry:—You can't see a School Board.

A soft tyre doesn't turn away wrath.

Taipe news:—Sap is rising; mowers in dry dock; rice being planted; looks like a good season for mosquitoes. Otherwise crime in the district is normal.

It looks as if there won't be any Philippine wood used in U. S. political platforms this year.

The Filipino students who hit an official in the head with stones, because they were given low examination points, did manage to get some high marks after all.

Many men get married because of a Miss understanding.

A heading we may yet live to read:—A Moving Scene: Victoria Road to be Reached.

Boxing Eve has broken a record, the local pugilistic association is thinking of staging a few more knock-outs.

The sailor who wrote complaining of a lady's conduct in the Cathedral thinks it was decidedly naughty.

Naval uniform is a white in keeping with weather conditions.

Laura's Plante is advertised as appearing in Silk Stockings. Not even ear-rings?

This week's simile. Her smile was like the silver plate on a coffin.

The motor-car is developing a race of quick thinkers, says a Home paper. By the process of elimination, apparently.

The Prince of Wales' fame would seem to be falling off.

The French airmen soon took off from Hanoi. No doubt they'd have been annoyed if they couldn't.

Talking of films, Hongkong is still un-Dawned.

If the Fixed Easter movement bears any fruit, it is to be hoped it will be an immovable date.

From a Gibraltar hotel lounge it is reported that Admiral Colard ejaculated "Hello here's old Dewar!" It is not stated what he was looking at.

Messrs. Brewer announce a "Popular Guide to the Heavens." The answer is a motor car.

One of the outstanding performers in "Three Live Ghosts" was a police inspector.

Recent Helena May musicals recall the lady who said she knew how to enjoy Beethoven and Schumann, but couldn't remember trouble now, is to find the same what one had to do to enjoy Bach, revolution he used to know.

When a girl starts seriously thinking about marriage, it's usually after she's been married about a year.

With second-hand cars, you buy in haste and repent at leisure.

A new definition:—Sophistication is the process by which a girl gets her modesty equipped with shock absorbers.

A Chinese General's chief trouble now, is to find the same what one had to do to enjoy Bach, revolution he used to know.

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Previous Records Surpassed

1927

New Insurance written - \$ 77,576,008.

Insurance in Force - 402,554,431.

Assets - 76,483,181.

Dividends to be paid
Policyholders in 1928 1,953,852.

Record Volume of New Business.
Largest Payments to Policyholders and Beneficiaries.
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JAPANESE VISIT ENDS.

CONSUL GENERAL
ENTERTAINS.

The memorable gatherings held in Hongkong this week to celebrate the visit of the First Squadron of the Imperial Japanese Navy came to a close last evening when the Consul-General for Japan (Mr. Yoshitatsu Murakami) entertained a distinguished assembly of officers of the Japanese Fleet and members of the Hongkong community to dinner in the Hongkong Hotel.

The following were the guests:

His Excellency, Sir Cecil Clementi, His Excellency, Admiral Hiroharu Kato, K.C.M.G., C.V.O., His Imperial Highness Lieut. Akakira Kuni, Admiral Sir R. Y. Tyrwhitt, Major General C. C. Luard, Rear Admiral Hamano, Rear Admiral Okamoto, His Honour Sir Henry Gollan, Commodore J. W. Pearson, Capt. Hori, Capt. Matsushita, the Hon. Mr. E. R. Hallifax, the Hon. Sir Henry Pollock, Capt. Ichimura, Engineer Capt. Ichiji, the Hon. Sir Joseph Kemp, the Hon. Sir Shouson Chow, Surgeon Capt. Kabeshima, the Hon. Mr. C. McL. Messer, Paymaster Capt. Miwa, the Hon. Mr. H. T. Cressy, Mr. H. Mori, Capt. J. B. Glenness, Commander Nakashima, His Honour Mr. J. R. Wood, Mr. M. J. Breen, Mr. J. Lan-chun, Mr. J. Sakurai, Mr. Li Cho-san, Mr. N. S. Brown, Lieut. J. A. S. Eagles, Mr. K. Nakatani, Capt. M. R. J. Maxwell-Scott, Lieut. Commander R. G. Chichester, Mr. A. E. Wood, Commander Matsuda, Colonel Clarke, Mr. J. P. Bray, Mr. K. Kitazawa, Mr. Li Yick-moi, Commander J. B. Newill, Lieut. Col. F. H. Bell, Capt. J. D. Nares, Commander Somekawa, Capt. G. Hopwood, Commander Sato, Mr. J. Kawa, Mr. B. R. Foster, Mr. T. N. Chau, Mr. J. Yamamoto, Mr. B. D. G. Beith, Capt. F. B. Bartlett, the Hon. Mr. J. Owen Hughes, Capt. Ono, Commodore L. W. Braithwaite, Capt. F. E. B. Haselfoot, Mr. S. Tsuchida, Lieut. C. W. P. Richardson, Mr. M. F. Key, Mr. M. Nonomura, Capt. A. J. L. White, Lieut. Commander C. Caslon, Commander Aitara, the Hon. Mr. W. E. L. Shenton, Capt. Kikuno, Mr. W. W. Hornell, Capt. W. H. Michell, Mr. C. G. S. Mackie, Mr. S. Takeuchi, Mr. W. E. Smith, Mr. Chau Yuting, Mr. Y. Santo, the Hon. Mr. E. D. C. Wolfe, Surg. Capt. W. W. Keir, Colonel Skinner, Mr. Li Yau-tsun, Engineer Capt. Sekomi, Paymaster Commander H. Rogers, Mr. H. Uemura, Mr. T. E. Pearce, Lieut. Com. K. Shiroya, Mr. K. Kitayama, Mr. M. K. Lo, Mr. S. B. R. McElberry, the Hon. Mr. R. H. Kotewall, Commander Kamiyama, the Hon. Mr. R. A. C. North and Mr. J. Abe.

The Consul-General for Japan (Mr. Y. Murakami) said that it gave him great pleasure to have the company of the lending and distinguished personages of Hongkong and of Japan and to express high appreciation of the goodwill manifested towards Japan and her Navy by all sections of the Hongkong community. In the firm belief that the close relationships between the two Powers of Great Britain and Japan would be strengthened more and more, he had the honour to propose the health of His Majesty the King. The toast was duly honoured with the band playing the National Anthem.

His Excellency the Governor (Sir Cecil Clementi, K.C.M.G.) proposed the toast of H.H.H. "The Emperor of Japan." His Excellency remarked that he spoke the mind of the whole Colony when he said that they could not have had more pleasant visitors than the Japanese Fleet (Applause). He felt that the last word with respect to this visit had been spoken by Admiral Kato in his admirable speech on the previous evening when he said that the Japanese Fleet came to Hongkong as friends bearing messages of goodwill from the Japanese nation and that they would carry back a great cargo of goodwill from Hongkong (Applause).

His Excellency the Governor said he could not possibly improve upon these words and he would conclude by asking the assembly

Do You Poison Yourself?

Thousands of people are poisoning their systems by overlooking the duty of daily regularity. Waste matter quickly accumulates, and if it is not expelled daily its poisons are absorbed by the blood. The immediate effects are depression, loss of appetite, and ill-temper. Few people can avoid constipation and torpid liver without the occasional aid of an opening medicine. Fortunately, there are Pinkettes, the dainty laxatives, which are most efficient for cleansing the digestive tract and reviving the liver.

Take Pinkettes to-night.
You'll feel better in the morning.

Of chemists everywhere, or post free, 60 cents the vial, from The Dr. Williams' Medicine Co., 60, Klange Road, Shanghai.

to drink the health of H.H.H. the Emperor of Japan.

While the toast was being honoured the Japanese National Anthem was played.

The band of the flagship, Nagato, under the conductorship of Bandmaster G. Fujisaki admirably rendered selections during the evening.

Japanese Officers Entertained at West Point.

A Chinese luncheon party was given at the To Yuen Restaurant, West Point, yesterday by the Committee and Members of the Hongkong Chinese General Chamber of Commerce to the Commander-in-Chief and Officers of the Japanese Squadron.

The Banquet Hall of the Restaurant was prettily decorated for the occasion and in all about fifty officers were present, including Admiral H. Kato (Commander-in-Chief), Admiral I. Okamoto, Rear-Admiral Hamano, Commander I. Sato, Commander K. Aitara, Capt. S. Matsushita, Capt. T. Hori, Capt. I. Okamoto, Capt. Ichimura, Capt. Ono and Capt. S. Kiruno.

Other guests included the Hon. Mr. R. E. Hallifax, Hon. Mr. H. T. Cressy, Hon. Mr. E. D. C. Wolfe, Hon. Mr. J. Owen Hughes, Hon. Sir Joseph Kemp, Hon. Mr. A. C. Hynes, Hon. Mr. R. A. C. North, Hon. Mr. Kotewall, and Sir Shou-son Chow, and the heads of the different Naval and military departments of the Colony.

The Japanese Consular Officials and a number of prominent Japanese residents were also invited. After tiffin, which consisted of a choice selection of Chinese delicacies, the Chairman of the Chamber of Commerce, Mr. Li Yau-tsun, proposed the toast of "His Majesty The King, His Majesty the Emperor of Japan, and the Republic of China."

Addressing Admiral Kato, Mr. Li said in Chinese that he was very pleased to see the officers of the Japanese fleet with them. He thanked the officers for their courtesy in allowing the Chinese to visit their ships and said that those who went on board must have been impressed, not only by the state of order in which the ships were kept, but also by the discipline displayed by the sailors.

Friendly Relations.

Continuing, the Chairman said that the friendly relationship which exists to-day between China and Japan and also between these two countries and the British Empire is contributing much to the welfare of the world in general.

In a speech delivered in Japanese, which was later interpreted into Chinese by Mr. Ho Ping-ka, Admiral Kato expressed thanks on behalf of himself and his brother officers for the splendid luncheon which was given them by the Chinese Chamber.

The Admiral dwelt on the close relationship existing between China and Japan. They were, said the Admiral, of one origin and they must remain as inseparable as the teeth are from the

PICTURES
AND PRINTS.

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AUTOTYPES

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MECHANICAL AND

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gums. Mere expression of friendship was not sufficient. It was necessary for the two countries to get together and work together. He was glad of the opportunity afforded him to address so distinguished a gathering and he wanted to impress those present with the fact that by their hospitality, the Chinese Chamber had put the visiting Japanese Fleet in their debt.

Continuing, Admiral Kato spoke of the impression he received of Hongkong. The Colony, according to the Admiral, has made great strides since his last visit (Continued on Page 15.)

SALESMAN SAM

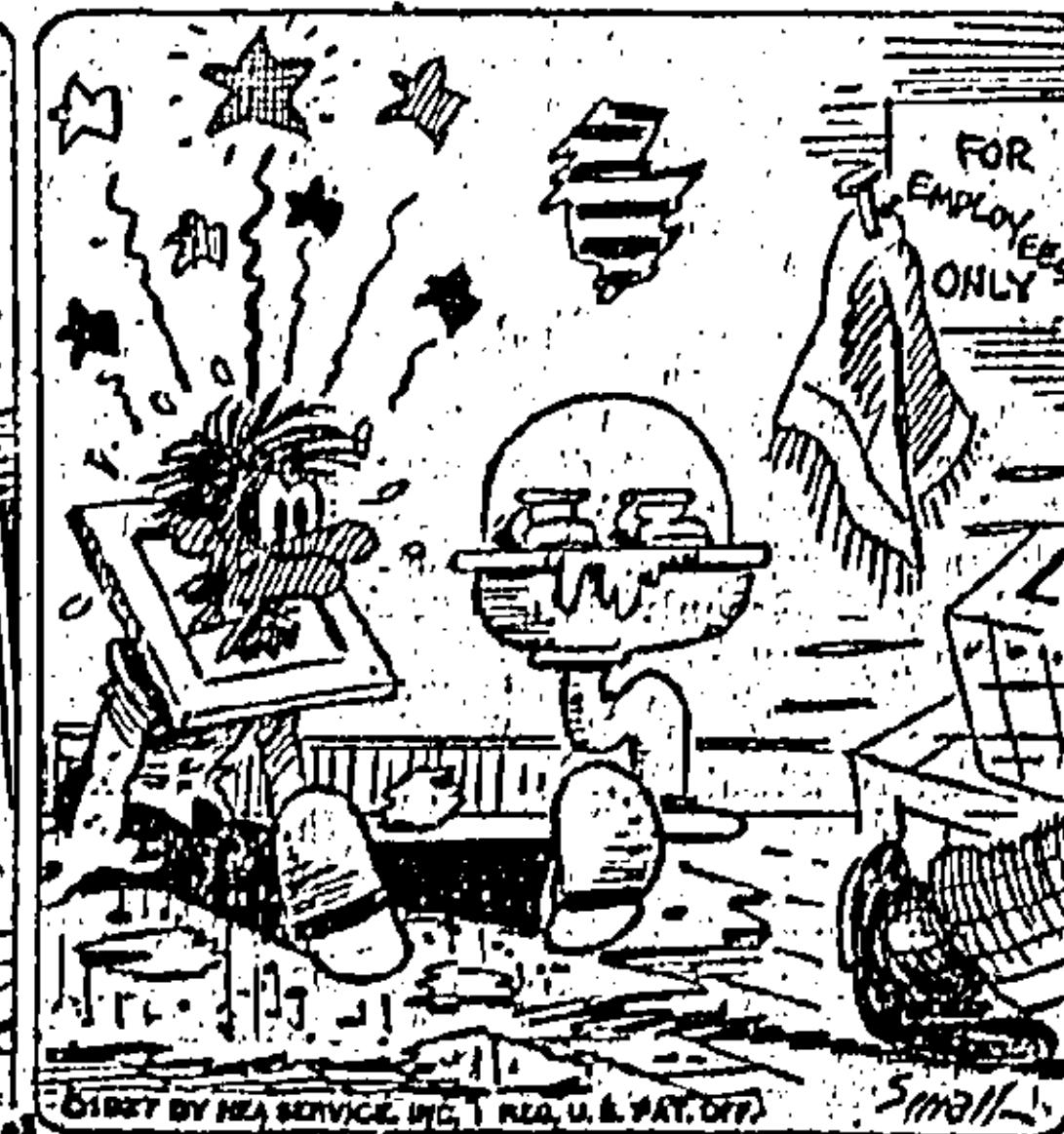
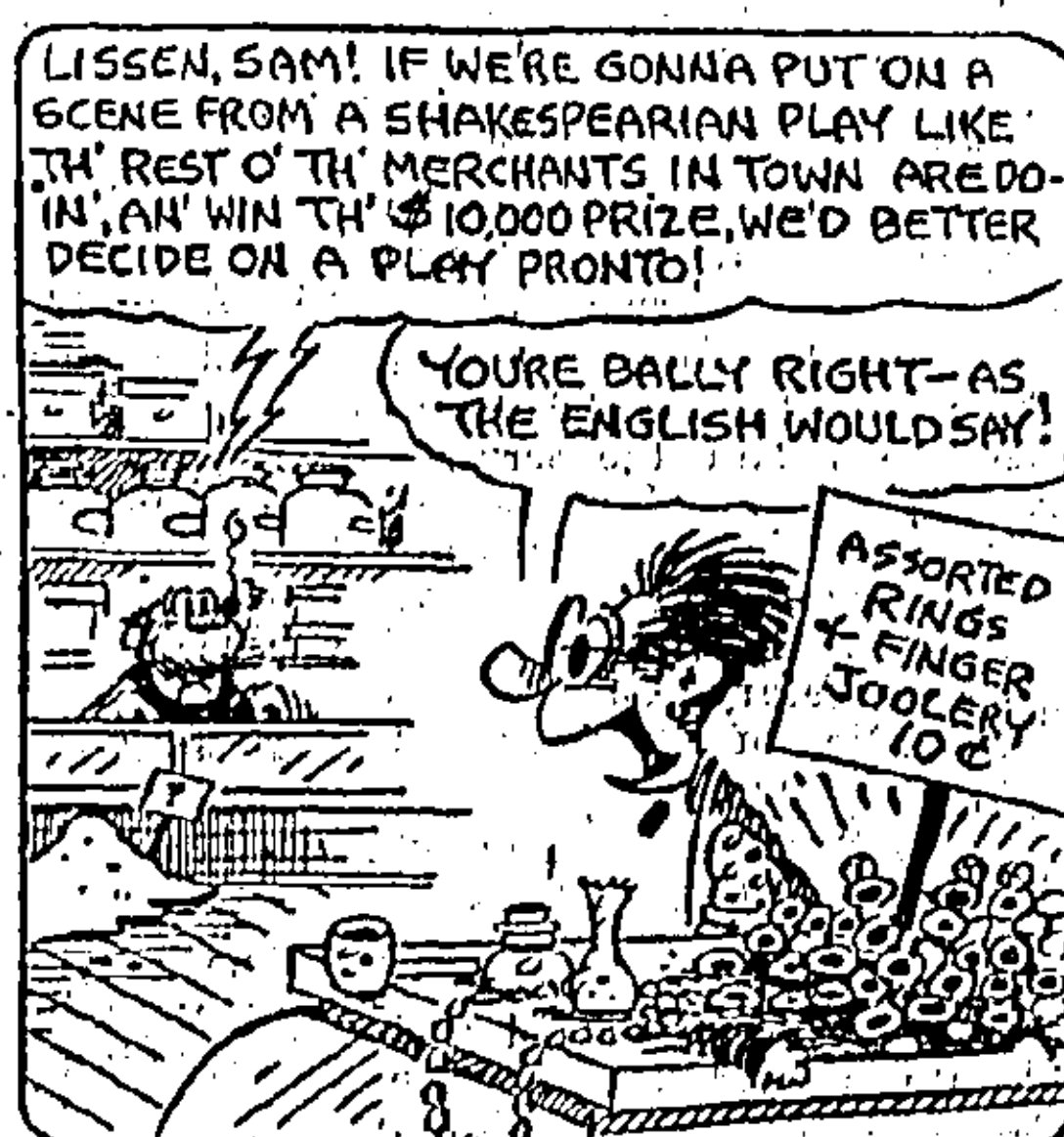
A Punk Actor

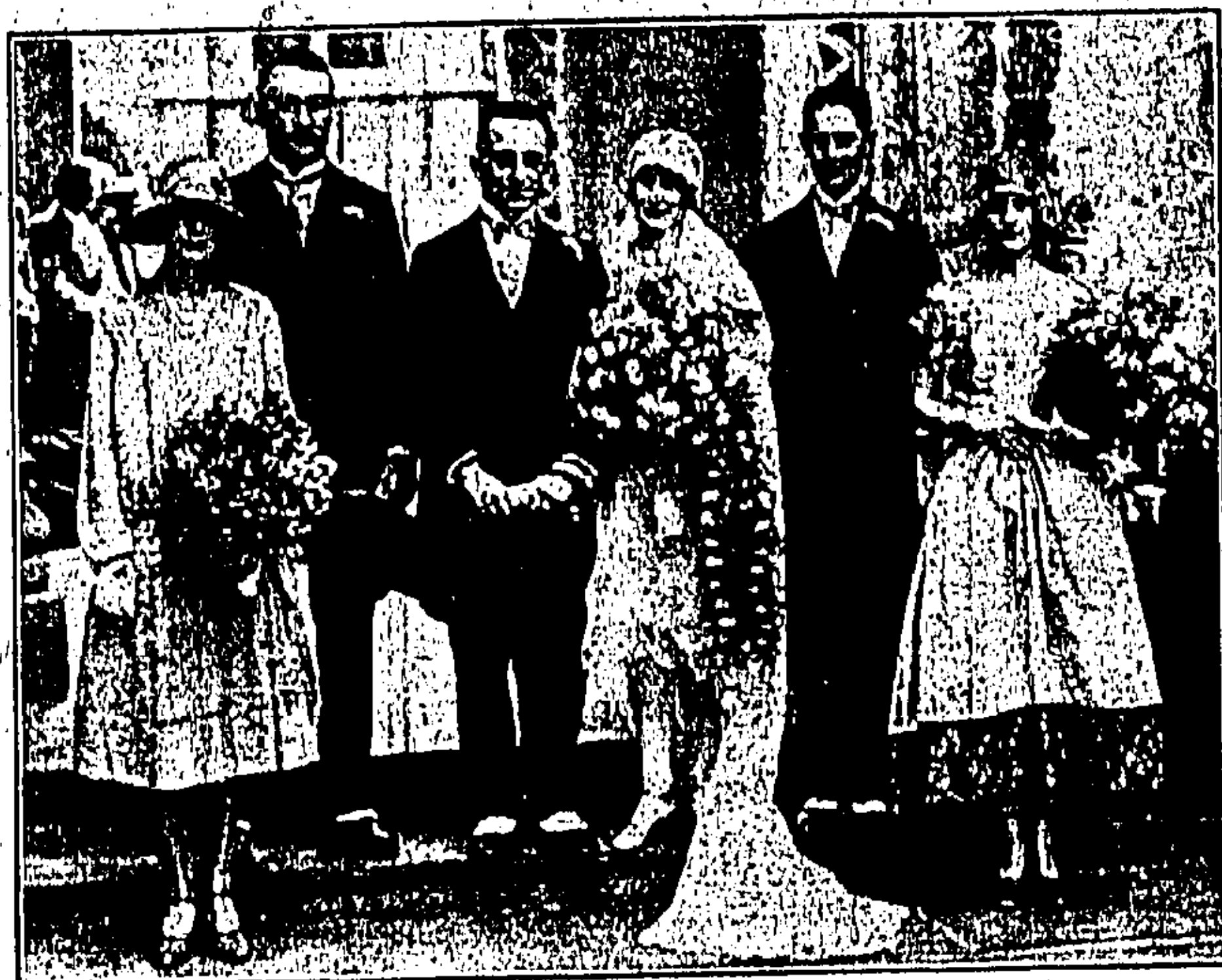
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Bridal group at the wedding of Mr. C. de S. Robertson and Miss Edith Y. Rowlands. (Photo: Ming Yuen.)



Photographed at the wedding of Mr. R. Cunningham and Mrs. A. M. Stuart. (Photo: Ming Yuen.)



The bridal party at the wedding of Mr. W. H. Nolloth and Miss Doris L. Gatty. (Photo: Ming Yuen.)



This group was taken at the wedding of Mr. J. Johnston and Miss Dorothy Wiltshire. (Photo: Ming Yuen.)



The Army team which defeated the Chinese in the semi-final of the Lai Wah Cup. (Photo: Welcome Studio.)



Mr. A. S. de Roza was married to Miss A. L. Loureiro at the Rosary Church on Wednesday, after which the above photo was taken. (Photo: Welcome Studio.)



The Kowloon Football Club team which on Saturday last for the fourth time won the Shield Competition. Their opponents were the Police. (Photo: Mee Cheung.)



Snapshots showing the Police goalkeeper under pressure in the Shield match against Kowloon on Saturday. (Photo: Mee Cheung.)

Golf Stockings



In all the new designs and plain colours that are correct and in good taste. Cotton, Silk, Silk and Wool mixtures and "Viyella" are included in the new stocks.

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A FEW OF THE TITLES.

Hauling in the Nets
To Pastures New
The Fishermen's Rest
A Morning Dip
The Dawn of Love
Declining Day

O Peaceful England
The Road through the Wood
The Seagulls' Abode
The Joy of Spring
A Rest Place
The Crest of the Wave
A Welsh Valley
The Dawn of Love

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FAMILY HOTEL.—Victoria Gardens. Quiet apartments and suites of rooms. Full board from \$96, \$110, \$130, monthly. Large commodious rooms. Also daily rates; five minutes from ferry, next new Hotel, Hankow Road, Kowloon, Tel. K.357.

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MME. BARONELLI, ARTISTE.—School of dancing for children and adults in character, classical, exhibition, fox-trot, and Charleston. Special attention to stout ladies who are desirous of regaining their youthful figure. Address.—31, Ashley Road, Ground Floor, Kowloon, (Back of Star Theatre).

PREMISES TO LET.

TO LET.—Office Rooms, 2nd floor, New Hongkong Bank Building, Apply Sang Kee, same building.
—**LET.**—One European FLAT, "Central Gap Road, Hongkong, only to 32, Kennedy Road.

COMMODOUS OFFICES to let, No. 7, Queen's Road Central, two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

TO LET.—No. 14, Knutsford Terrace, Kimberley Road, Kowloon, 5 roomed house & out-houses with tennis court & view of Harbour. Possession: 1st May, 1928. Apply Mr. Seu Kon Chi, Exchange Building, (3rd floor).

TO LET.—Fully furnished, with servants for six months from 1st June No. 191, The Peak, Mount Kellet, 5 roomed concrete house. All modern conveniences. Rain proof. Apply Hastings, Dennis and Bowley, 8, Des Voeux Road Central.

MACAO RACES. MACAO RACES. MACAO RACES.

SEVENTH EXTRA RACE MEETING.

SUNDAY, 15TH APRIL, 1928.
First Race 1.15 p.m.
Public Enclosure 40 cents
Members Enclosure \$2.00

RACE STEAMERS.
Special reduced Saloon Fares \$5 return.

FROM HONGKONG WHARF.
S.S. "Taishan" 8.30 a.m. Returning from Macao at 5.30 p.m.

FROM WING LOK ST. WHARF.
S.S. "Sui An" 9.30 a.m. Returning from Macao at 5.30 p.m.
By Order,
S. W. CHENG,
Secretary.

NEW ADVERTISEMENTS

CHURCH NOTICES.

Local Services for To-morrow.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject, "Doctrine of Atonement" Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address, open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

Wesleyan Methodist Church, Queen's Road East, Wanchai, (near Royal Naval Hospital). Sunday, April 15th, 1928. Morning Service, 10.15 o'clock. Subject, "Perpetual Thirst." Afternoon 3 o'clock Sunday School. Evening Service, 6 o'clock. Subject, "A Joy at hand." Preacher at both services Rev. J. C. Knight Anstey. Sailors' and Soldiers' Home, Arsenal Street. Sunday: 3.00 p.m. Mr. May's Bible Class. 8.15 p.m. Service Men's Hour. Monday: 3.00 p.m. Ladies' Church Aid Meeting. Wednesday, 8.15 p.m. "Gospel Meeting for Service Men only."

Will the Jewish People be Restored to Palestine? Sunday night, April 15th, 8.30 p.m. S. D. A. Hall, 7, Duddell Street. "But in every Nation he that Feareth him, and Worketh Righteousness, is accepted with him." Acts 10:35. You are invited.

NOTICE.

The firm of Messrs. DENISON RAM and GIBBS Architects, Civil Engineers and Surveyors, is now under the Sole Management of Mr. E. F. R. SAMPLE, A.R.I.B.A., M.S.A., A.I.N.S.T.C.E., as from the 1st day of April, 1928, and the practice will continue to be carried on under the name of DENISON RAM and GIBBS.

NOTICE.

NOTICE is hereby given that the practice hitherto carried on by the undersigned, C. A. S. RUSS as Lee and Russ, will from the 1st April, 1928, be carried on as RUSS & Co. Dated the 28th day of March, 1928.

C. A. S. RUSS,
No. 6, Des Voeux Road Central, Hongkong.

CHINA SUGAR REFINING COMPANY LIMITED.

NOTICE.

The fiftieth Ordinary Annual Meeting of the Shareholders of the above Company will be held at the Offices of the General Agents, Pender Street, on Tuesday, 24th April, 1928, at noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1927.

The Transfer Books of the Company will be closed from 17th to 24th April, 1928, both days inclusive.

JARDINE, MATHESON, AND CO., LTD.,
General Agents.
Hongkong, 12 April, 1928.

HONGKONG ENGINEERING AND CONSTRUCTION COMPANY LIMITED.

NOTICE OF MEETING.

NOTICE is hereby given that the Sixth Ordinary Yearly Meeting of Shareholders of the Hongkong Engineering and Construction Company Limited, will be held in the Office of Messrs. Shewan, Tomes and Co., St. George's Building, Chater Road, Hongkong, on SATURDAY, the 14th day of April, 1928, at 11.00 a.m. for the purpose of receiving the Report of the Board of Directors and a Statement of Accounts for the year ended on the 31st December, 1927, and of electing Directors and Auditors.

The Transfer Books of the Company will be closed from the 8th to the 14th April, both days inclusive.

By Order of the Board,
S. COURTNEY COOK,
Secretary.
Hongkong, 31st March, 1928.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on THURSDAY,

the 19th April, 1928, commencing at 2.30 p.m. at their Sales Room, Duddell Street.

A Large Quantity of Valuable Household Furniture.

Comprising:—
Teak Hatstands, Bookcase, Glass Cabinet, Chesterfield Couch and Armchairs, Desks, Drawing Room Suite, Folding Screens, Carpets, Rugs, Oil Paintings, Pictures, Ornaments and Curios, etc., etc.
Teak Dining Tables, Dining Chairs, Sideboards with Bevelled Mirrors, Dinner Waggon, Crockery, Glass Ware, Cutlery, Kitchen Utensils, etc., etc.

Teak and Iron Bedsteads with Bevelled Mirrors, Chests of Drawers, Chamber Stands, Side Tables, Toilet Sets, Commodes, etc., etc., also

A Quantity of Blackwood Furniture.

Comprising:—
Curio Cabinets, Jardinières, Desks, Tea Poy, Chairs, etc., and

1 Cottage Piano by Joseph Wallis & Son Co., Ltd.
1 White Frost Refrigerator.
2 Gramophones.
2 Enamelled Baths.

Catalogues will be issued. On view from Wednesday, the 18th April, 1928.

Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.

CHINA AUCTION ROOMS.

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If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

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ONE COUPLED CORLISS VALVE ENGINE.

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Diam of cylinders 16". Stroke 36". R.P.M. 78, 100 I.H.P. each engine.

Apply:—
THE HONGKONG ROPE MANUFACTURING CO., LTD.

CONSIGNEES' NOTICE.

N.Y.K. LINE.
(NIPPON YUSEN KAISHA).
From EUROPE and STRAITS.

The Steamship, "YAKARU MARU,"

having arrived from the above ports, consignees of cargo are hereby notified that all goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 13th April, 1928, will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 12th April, 1928, at 10 a.m. by Messrs. Goddard and Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognised. No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by,
JAVA-CHINA-JAPAN LINE,
General Agents,
Hongkong, April 6, 1928.

If you want good health Investigate and learn the truth of how Poo On Herbs have cured thousands. No drugs. No Knife. Simply Poo On Chirise Herbs. Catarrh, Nervousness, Constipation, Bronchial Asthma, Bronchitis, Rheumatism, Dropsy, Insomnia, Diabetes, Bright's Disease, and many other ailments.

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66, Queen's Road Central,
1st Floor.

The Steamship, "TSURUGA MARU,"

having arrived from the above ports, consignees of cargo are hereby notified that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery may be obtained.

Goods not cleared by the 10th April, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees and the Co's representatives on any Tuesdays and Fridays, at 2.30 p.m. within the free storage period.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns. No fire insurance has been effected. NIPPON YUSEN KAISHA, Hongkong 12th April, 1928.

DAIRY FARM NEWS

LATEST ARRIVALS:—

Australian Rabbits (Skinned)

Snipe
Wild Duck
Teal
Pigeons

USUAL HIGH QUALITY

The Dairy Farm Ice & Cold Storage Co., Ltd.

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBRO' ANTWERP, LONDON and STRAITS, The Steamship,

"BENMACDHUI" Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent. All claims against the steamer must be presented to the Undersigned on or before the 5th May, 1928, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst. at 10 a.m. by Messrs. Goddard and Douglas. No Fire Insurance has been effected. Bills of Lading will be countersigned by,

GIBB, LIVINGSTON & CO., LTD., Agents,
Hongkong 14th April, 1928.

HOLLAND-OOST AZIE LIJN.

(HOLLAND-EAST ASIA LINE).
From GENOA, HAMBURG, ROTTERDAM, AMSTERDAM, ANTWERP & Etc.

The Steamship, "OLDEKERK"

having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 13th April, 1928, will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 12th April, 1928, at 10 a.m. by Messrs. Goddard and Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognised. No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by,
JAVA-CHINA-JAPAN LINE,
General Agents,
Hongkong, April 6, 1928.

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MAN'S LIFE IN THE ETHER.

BODY THAT NEVER DECAYS.

SIR OLIVER LODGE.

A world of reality and animated life, peopled with the minds of the men and women of this world, the minds of generations long passed, and with countless other beings unhampered by any union with matter, has been outlined by Sir Oliver Lodge.

"The world of matter gives only an indication of what is really going on in the non-material, ethereal world," he declared. "We are gradually beginning to understand that."

Sir Oliver drew this picture of the dual existence of the mind and body of man in a lecture to the Joint Parliamentary Advisory Council in the Governor's House at the Royal Hospital, Chelsea. His subject was the uses to which the ether is put by ordinary people.

Man's Two Bodies. He spoke only "as a man of science," and first described the better known uses of the ether—as a medium for light, heat and electricity, he then put forward the theory that the ether is the home of the minds of living men as well as of the legions of the dead.

"When we apply the uses of the ether to life we are getting beyond certain knowledge," he said. "But my view—it has to be either discarded or proved in the future—is that mind has its real habitation in the ether and not in matter at all. We are using the ether whenever we move, speak, or think, for it is the medium by which the mind communicates its will to the brain."

He described a living man as having two bodies similar in size and shape—the etheric body and the "matter-body."

"Now we know that the 'matter-body' is animated—indirectly, as I think," he went on, "but the etheric body is continuous and not subject to wear or decay, for such are the properties of ether."

Other All About Us. "I think it is the etheric body which is really animated. I suspect we shall find that the ether is the real home of life, mind, and spirit, and that only accidentally are life and mind associated with matter. The view of great astronomers is that only once in many hundreds of centuries are the conditions in the universe such as to allow the formation of planets capable of supporting human life. The exceptional thing in the universe is matter. The ether is all about us. The real problem is, 'How did mind ever get into matter?'"

"Material life is not only a very unimportant episode in our existence, but also it is not the place where we are most at home. Our own senses have told us that we have not only a 'matter-body,' but a spiritual body, and that is what I am now calling an etheric body."

"One of the uses of the ether, therefore, is to exist at all—that it is ourselves. It is our physical being, our pre-eminent mode of manifestation, our pre-eminent habitation. When we live it does not go out of existence; it merely becomes imperceptible because of our animal senses."

Grandeur of the Simple. "There is too much tendency, when dealing with life and men, to think of it as centred round the earth. The more we learn of the universe, the more we realise how extraordinary is the result produced from very simple ingredients. The simplicity and grandeur of it all are the revelations of science at the present time. 'We shall find that all our doings, groupings, and imaginings are but a fraction of a tremendous whole, which we cannot in the least degree imagine now.'"

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From the snappiest Fox Trot to the most intricate Classic, all are faithful reproduced by this marvellous expression piano.

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The rent of a Private lock-up garage 10'0" x 18'0" is \$22.00 per month including light and water.

In the Main Garage 50'0" x 25'0" the charges vary from \$15.00 to \$20.00 per month according to size of vehicle.

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Queen's Road Central.

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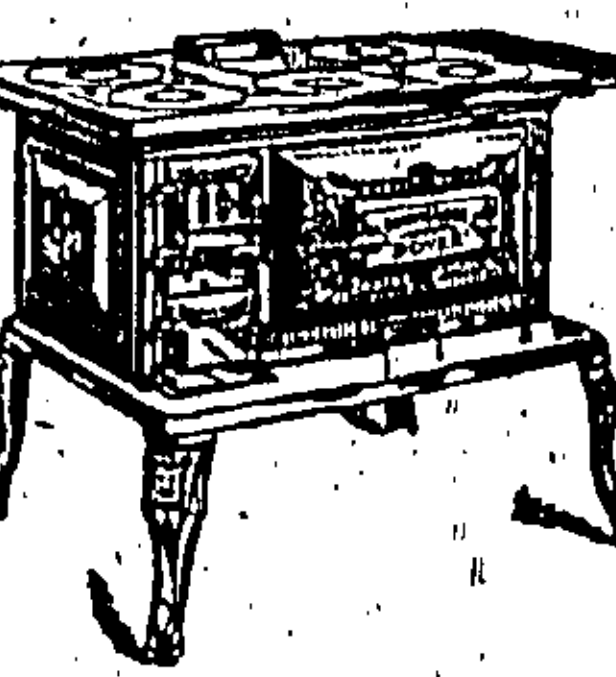


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with
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GRETA NISSEN
WILLIAM COLLIER
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et RAOUAL WALSH
Production
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6284 My Blue Heaven (Fox Trot)
Tell Me Little Daisy
6325 Among My Souvenirs
Cobble Stones
6324 Together We Two
Did You Muna It.
6083 Doll Dance
What Do I Care
6111 Russian Lullaby (Waltz)
Dawn of To-morrow
6248 (Here Am I Broken (Fox Trot)
No Wonder I'm Happy

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of all kinds especially for ship-building and engineering work. Complete stock. Best Terms, Immediate delivery.

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Here are three good lines:—

OX-TAIL SOUP,

in 10 ounce tins.

BRANSTON PICKLES.

SANCHOVA.

The ideal fish paste for Sandwiches.

Obtainable at the following stores:—

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Sincere Co., Ltd.

Wing On Co., Ltd.

Sang Lee.

Man Fook Shing.

Wing Tai.

Kwong Yuen Mow.

Kowloon Store.

Hung Cheong.

Star Store.

SIXTY MEN IN TRIAL
BY ORDEAL.THE POCKET MAGIC OF AN
INDIAN PLANTER.

"An Ethnologist" who writes in the very interesting March number of the *Empire Review* on "Where Trial by Ordeal Still Flourishes," says that wherever they deem themselves out of reach of the white District Commissioner's penetrating eye the West African blacks of the Cameroons, South Nigeria, and up-country from Calabar stage dramatic trials by poison with the use of noxious beams of *physostigma venenosum* (which contain a powerful poison affecting the nervous and muscular system).

The prisoner, if innocent, eats and is sick at once; if guilty, he is not sick and soon dies.

The writer says they have a safer and more effective way of staging trials by ordeal in India. He tells the following story:—

There had been a murder in the neighbouring village, and it was strongly suspected that one of a local English tea-planter's men had done it. The planter went down to see the new Commissioner of Police and besought him not to butt in very energetically for a few days. "I've got my own notion how to get to the bottom of this little mystery," he said. "Not strictly constitutional, but wait and see...."

A day or two later, a disquieting rumour ran through the plantation like wildfire. The sahib had called up a magician from Calcutta to find the murderer. The police would not have minded. But a magician was a serious matter. A real gipsy magician was a menace. While he was working on this job he might discover other little peccadilloes of the past.... However, what if he did? There were no very serious sins on the soul of anyone but the murderer himself.

Magician—and Gallows.

Then came the arrival of the magician, a tall, well-dressed Hindu, with the piercing eyes of a fanatic:—

The bush of the afternoon heat was broken by the noise of hammering. The gallows was being erected; the planter took care that all his men knew that.

The following morning, instead of being sent into the fields, some sixty coolies were brought to the hillside behind the bungalow and told to squat in four rows. Even two men who were sick were carried thither on their beds. Then the sahib himself tested the gallows, with a heavy sack of sand. A shudder ran through the coolies as the rope jerked, tant, with a heavy thud....

"This famous magician is now going to discover the murderer," announced the sahib, who proceeded to give an account of his infallibility and mentioned that the great man had already discovered scores of murderers. The magician then doled out to each coolie a large spoonful of coarse pounded rice flour. When the signal was given, every man put the flour into his mouth. Three minutes were given for it to be chewed into pulp and ejected on to the piece of banana-palm leaf in his lap.

"The innocent will have no trouble in doing this, but the murderer will not be able to. He will fall, and on yonder gallows will he die!" explained the magician.

"Behold the Murderer."

Two and a half minutes of chewing and—"only another half minute!" called the sahib:—

Then we noticed a poor wretch who was in obvious difficulties. His face was contorted, livid; and horror-dilated his eyes so that they were the eyes of an animal in a trap.

".....Time!" called the sahib. Fifty-nine pellets of doughy rice pulp were withdrawn from fifty-nine mouths. The sixtieth man was nearly choking. The magician strode to him; pulled open his jaws, as one opens the jaws of a dog, and showed the rice powder—hardly damp.

"Behold the murderer!" he shouted.

The Police Commissioner and his clerk left their chairs and came forward, to ply the trembling coolie with instant questions. In five minutes, he had made a clean breast of it and was being led away to the local lock-up. (The gallows, of course, was a mere bluff, to add to the culprit's fears).

"Very simple, you see," explained the young planter, as we went indoors, after dispersing the gathering. "The guilty man gets the wind up—and blue funk stops the flow of the saliva." A very nice little bit of pocket magic, that might usefully be added to the private stock-in-trade of some of our District Commissioners in West Africa, to show the indigent bean merchants that we know a trick worth two-and-a-half of theirs!

BABY ELEPHANT AS
"BURGLAR."HOUSEHOLDER ROUSED
FROM HIS BED.

"It's an elephant!" Such was the shouted reply made at 3 a.m. by Mr. Way, of Goldsmith-road, Peckham, to his wife, who had declared, "I'm sure there's someone in the kitchen."

"As I tip-toed along the passage," Mr. Way told a *Daily Chronicle* representative, "I could hear funny noises. They sounded as though the crockery things, one by one, were being deliberately dropped on the floor."

"As I parted the curtains hanging in the kitchen doorway there came snuffing at my nose an elephant's trunk!"

Broken Chains.

"My wife hurriedly dressed our five children and rushed into the street."

"I woke some neighbours and then ran into the yard where I knew Bebe, the elephant belonging to a show, had been stabled overnight."

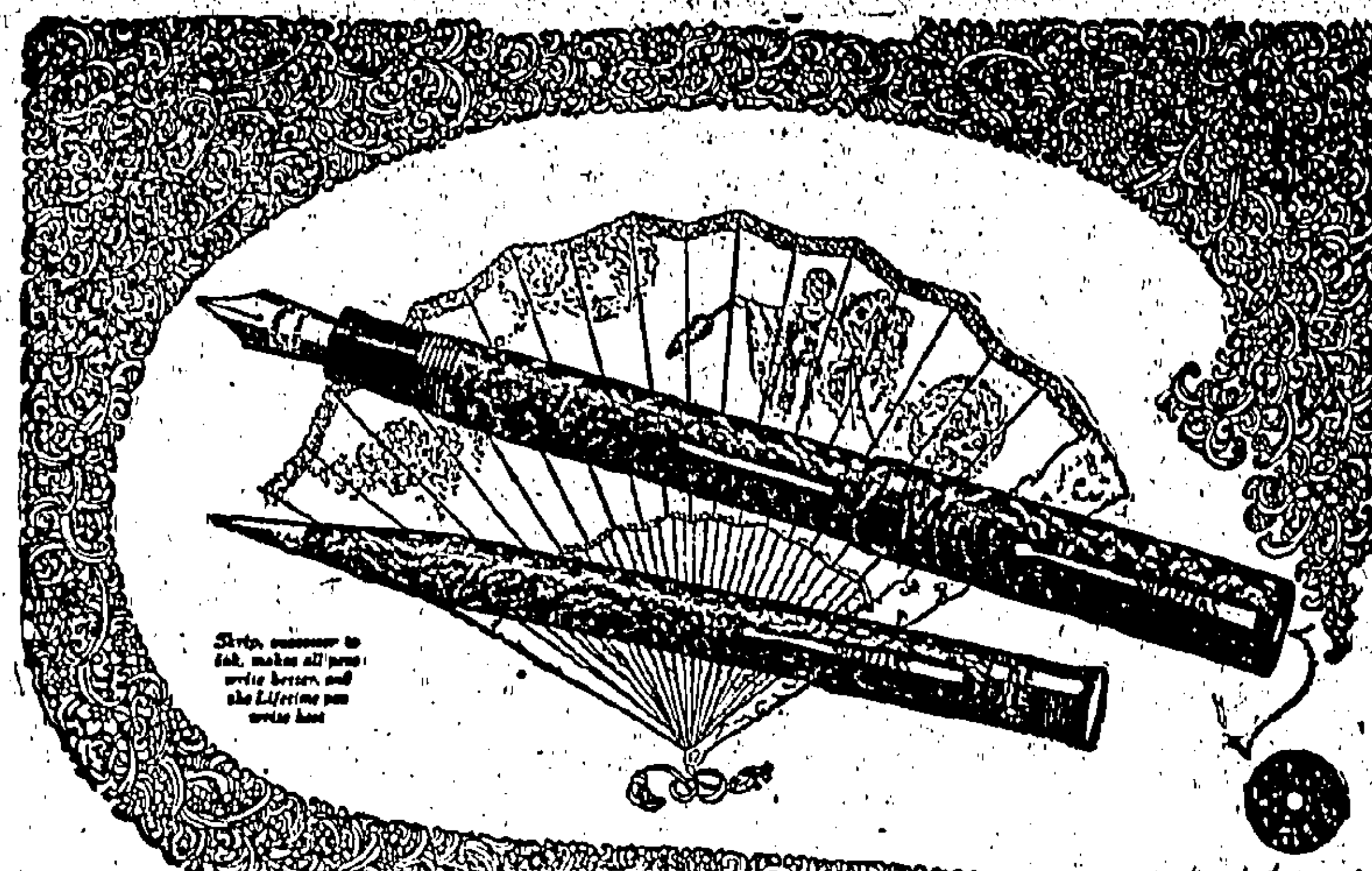
"Bebe was wedged in the kitchen doorway still breaking the crockery. Sometimes she put the cups and saucers in her mouth, spat out the pieces in disgust, and then crushed them with her great feet, rattling her broken chains."

"All I could do was to keep crying out 'Come here, Bebe!' and at last she backed out."

"One of her trainers then came along and took her back into her stable, the doors of which she had broken down. He said that Bebe had turned restive because she had been parted from some ponies with which she performs."

Bebe is a docile, playful Burmese elephant, 11 years old, and weighs a ton and three-quarters.

Evidence that he had had his boots repaired in 1860 was produced by a claimant for the old-age pension, states a Ministry of Health report.



Here is proof that
"A Thing of Beauty is a Joy Forever"

This remarkable fountain pen has made unnumbered thousands of new fountain pen users. It was a pioneer in fountain pen beauty. It is a premier in fountain pen performance. Built to last a lifetime, it is guaranteed, not only against imperfections, but to give unqualified high service. The maker guarantees to keep it in writing trim—without cost to the owner—for a lifetime. Together with its excellent twin, the Titan pencil, it has won unprecedented success. "Lifetime" pens and pencils in green or black—at better stores everywhere. Blue Label Leads in the handy tin box. Sheaffer's Strip—successor to ink—makes all pens write better.

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W. A. SHEAFFER PEN CO., PORT MADISON, IOWA, U.S.A.

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Let's get down to facts about this question of Kelvinator prices.

You know that when you buy a Kelvinator you get something better. But do you know that you get it for less money, and get something bigger as well?

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And yet if everybody's baby were like Patrick what a happy world it would be for mothers! Yet Patrick too had his little troubles in early days—cried a lot; did not come on. Then a wise doctor said "Lactogen" and there came a change. Patrick took to "Lactogen" and "Lactogen" agreed with

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Even a very delicate baby will take "Lactogen" and thrive on it. For, besides being easy to digest, "Lactogen" is full of creamy nourishment and body-building vitamins. It is scrupulously clean and safe and it is always the same, never varying and so never upsetting Baby.

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BEAUTY AS SOCIAL AID.

JUDGE AND CELEBRATED PLAIN WOMEN.

"ONLY DEAD ONES."

In a judgment in a case between two beauty specialists, Mr. Justice Humphreys (Sir Travers Humphreys) discussed the question whether the advertising slogan "Beauty is not a luxury but a social necessity" came within the Copyright Act as a trade mark.

One of the reasons why he thought the slogan original was because it was so obviously untrue. There were many people who led useful and happy lives, but were not beautiful in face. It was, no doubt, an original and arresting phrase, and he had come to the conclusion that it came within the Copyright Act.

The plaintiff, Dr. Oraste Sinaide, of Sloane-street, W., asked for an injunction restraining La Maison Kosmos, of South Molton-street, from causing to be printed or published any advertisement containing the phrase or any substantially similar phrase which might infringe the plaintiff's copyright in his advertisements.

Mr. St. John Field, for Dr. Sinaide, said he carried on the business of electrotherapy, or a beauty specialist. The defendant (Mr. Charles Abbot Brown) had a business in the same line, and described himself either as a plastic surgeon or a cosmetic surgeon.

Mr. Justice Humphreys—Ought we to have a jury of ladies to try this case? Do you think I am competent to do it? (Laughter.)

A Phrase of Kipling.

Dr. Sinaide said that he invented the phrase "Beauty is not a luxury, but a social necessity." He never heard of it before he introduced it in his advertisements.

Mr. Cartwright Sharp, in cross-examination—What is your complaint?—I say, in the words of Mr. Field, that the defendant has taken the "essential guts" out of my phrase.

Mr. Field explained that when he used that expression he was quoting a phrase of Kipling.

Mr. Abbot Brown, in evidence said that during the war he was a major in the Royal Army Service Corps, and later he left that unit and did a great deal of work in counteracting the effect of wounds on the face.

He had been described in one of Mr. Robert Hichens's books, "December Love," which was published about three years ago and was the book of the season.

Mr. Justice Humphreys—How were you mentioned?—As a cosmetic surgeon of Greek origin practising in South Molton-street. I am the only cosmetic surgeon in South Molton-street.

"But why of Greek origin?" asked the Judge.

"Because I use the Greek expression 'Kosmos,' which means 'I adorn,'" he replied.

Mr. Cartwright Sharp, referring to the words, "Beauty is not a luxury, but a social necessity," said that many women had reached positions of prominence and high eminence on account of possessing a pretty face.

Mr. Justice Humphreys—A great many women who are not beautiful have become celebrated. Of course, I am only speaking of those who are dead.

Giving judgment for the plaintiff, Mr. Justice Humphreys said that Mr. Abbot Brown was a perfectly respectable gentleman, and there was no suggestion that he had not acted honestly. Perhaps unconsciously, he had taken the words from an advertisement of the plaintiffs.

Mr. Field asked for nominal damages, and the Judge awarded him one shilling.

APPEAL TO ALL THE SMITHS.

CLAN TO RESTORE ITS ANCIENT CHAPEL.

Smiths there are in profusion. They take up several columns in the London Directory, and 12 whole pages of the London Telephone Directory—omitting the Smiths, the Smythes, and the Smith-Hyphens.

Probably for the first time on record, an appeal is made to the far-flung Smith clan, or, to be distinctly English, "to the scions of the 'House of Smith.'" The Smiths have a glorious chance of proving their family patriotism.

They are asked to restore "the ancient Smith Chapel in Coventry Cathedral," and Canon E. Gordon Savile, in a communication to the Press, very prophetically says: "We feel sure that many of your readers will be members of the widespread House of Smiths," and that some will even hail from Warwickshire.

To-day all traces of the ancient glories of the Smiths' Chapel have departed. The aisle is now filled

THE LUSTANIA SWINDLE.

MANY FRAUDS ON MEN AND WOMEN.

FALSE INVENTOR.

A sentence of five years' penal servitude was passed at Lewes Assizes on Alfred Taff Rutt, 47, an engineer, for obtaining money by false pretences from Miss Lascelles, a lady's companion, in connexion with a plan to save the Lusitania. Miss Lascelles parted with £500, but a second cheque for £1,000 was stopped.

After his conviction his long career as a swindler was described by a police superintendent.

Mr. Harold Victor Jones, chartered accountant, of Parnham, in evidence for the prosecution, said he had lent Rutt £300 for his expenses with his salvage vessel Pembroke. He received back from Rutt a cheque for £300, which was returned marked "R.D.," and £20 in cash.

Addressing the jury from the dock, Rutt declared that he had never described himself as a naval or mercantile captain, but he had a right to call himself captain of salvage operations.

The published photograph describing him as descending to the wreck of the Lusitania was, he admitted, incorrect. A mistake had been made and the wrong photograph published.

The Judge, summing up, said the question whether Rutt's plan was valuable or not had nothing to do with the case.

"No doubt if you could pick up a wrecked vessel as easily as you could pick up a bit of sugar with a pair of sugar-tongs there would be money in it, but this proposed company was never registered."

The jury, without leaving the box, found Rutt guilty.

Previous Convictions.

Superintendent Alec said Rutt was born the Kemington, and at one time was a coachman. He was a married man with four children. Since 1901 he had been posing as an engineer and inventor. He was made bankrupt in 1912 with liabilities of £1,025, and assets nil. In 1915 he was sentenced to six months' imprisonment in the second division at Westminster for unlawfully wearing Naval uniform.

At the beginning of the war he made out that he had a torpedo invention of great importance, and he induced a man to finance him to the extent of £1,250. He arranged a site at Gravesend to construct the torpedo, but vacated it without discharging his liabilities, or paying the wages of his workmen.

On his release from a sentence of 20 months' hard labour for fraud he went to Bournemouth and Poole in November, 1919, and obtained the confidence of several gentlemen in the formation of a company known as the Rutt Salvage Company, Limited. Rutt was managing director of the company, which went into liquidation in 1920.

Although a married man, he became engaged to a woman at the house where he lodged, and he obtained sums of money from a number of persons in the district for shares in the company, including £550 from a woman.

About March, 1920, as managing director of the salvage company, he engaged in an attempt to save the wreck of the Princess Juliana off Felixstowe. He chartered for the purpose an old Admiralty vessel known as the Pembroke, which had since been broken up. He engaged divers and others, but the attempt was unsuccessful.

He still owed one of his divers £200. Four men who formed the syndicate lost over £4,000. In 1921 he was sentenced to three years' penal servitude at Peterborough for fraud.

He represented himself as a captain engaged in salvage operations off Newhaven, and obtained sums of money from various people. In January, 1926, he was sentenced to eighteen months' hard labour for false pretences at the East Sussex Sessions.

Rutt, from the dock, protested that the officer was leaving out many details which would tell in his favour. For over twenty years, he said, he had been practising as an engineer and had brought out over forty inventions. Some of these were successful and some were sold abroad.

Mr. Justice Shearman, without comment, passed sentence of five years' penal servitude.

Rutt said he wished to give notice of appeal.

with ugly benches and a cleaners' cupboard filled with mops and pails.

The Bishop and the cathedral authorities have approved a scheme, and the council of the Church of England Men's Society, with their sanction, addresses its appeal to those who are the descendants of the original members of the widespread Guild of Smiths.

There is much to be found—an oak screen, chairs, hassocks, altar and furnishings, retables, minute book, carpet and platform, and other incidentals.

IF YOU WILL DANCE - THIS WEATHER

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HONGKONG AND CHINA GAS CO., LTD.

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Light MILD and GOOD

Try one at

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Tobacco Store

22, Des Voeux Rd. C. (Phone: C. 1856).

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Court Physicians know the best and see that Royal Babies have the best. That is why Glaxo has been used with success in 5 Royal Nurseries. Only the best is good enough for your Baby, for is he not a King to you? Give him Glaxo, the food that contains everything that will build firm flesh, strong bone and a sound constitution.

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"WHITE LABEL"SCOTCH WHISKY
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TENNIS

RACKETS

The "Suzanne Lenglen" \$22.50

A beautifully balanced Racket

The "Volla" \$15.00

An excellent beginner's Racket

The "Driva" \$17.50

For Hard Hitters

SPECIAL OFFER

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Complete with Cover & Press

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EXTINGUISHER

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NON-CONDUCTOR
OF ELECTRICITYTYPES for MOTOR CARS,
INDUSTRIAL AND ALL
ESTABLISHMENTS.
RELIABLE and EFFICIENTKELLER, KERN Co., Ltd.
16/18 CONNAUGHT ROAD, C.The
Hongkong Telegraph.

SATURDAY, APRIL 14, 1928.

A NEW BRITISH SCHOOL

We note with satisfaction that the Kowloon Residents Association has decided to represent to the Government the urgent need for a new British School, with adequate class-room accommodation and suitable playing fields. This decision has been reached unanimously by the Committee of the Association, after careful and detailed consideration of the matter, and we have no doubt that it reflects the wishes of the whole British community of the peninsula. Having had its own representative on the Board of Education for a number of years, the Association has taken the keenest and most practical interest in educational affairs and has been able to do a great deal of useful work in this connexion. It feels, however, that the time has come for the provision of a really modern school to be undertaken, and it will do well to concentrate on a campaign which, if carried to fruition, will be of the utmost benefit to young people of British nationality.

Some striking figures have been collated by the Association in support of its proposal. It is shown that the attendance at the existing School has grown from 40 to 153 since 1902, in addition to which the Junior School, situated at Gun Club Hill, has nearly a hundred pupils on its roll, and a waiting-list to boot. It will thus be seen that there would be no shortage of students for the proposed new School. But an even stronger argument in favour of a new establishment is to be found in the limitations of the existing Central British School. This building was never intended for the accommodation of the large number of pupils now attending the School. It has been added to from time to time, and so acute has the pressure become that it has long been necessary to incorporate, in the School proper, the portion of the building which was originally used as a headmistress's residence. The Government now proposes to increase the accommodation by the unsatisfactory expedient of adding another lot of wooden class-rooms, which will encroach on the already very limited playground, and access to which will be by a flight of some fifty steps from the main building. At the most, this can only be regarded as a temporary makeshift arrangement, leaving the main problem altogether untouched. The Central British School is fortunate at present in possessing a

capable staff of degreed teachers, whose efforts, coupled with the aptitude of the students, have been productive of altogether admirable results. But it is something of an anomaly that, with such efficient instructors and excellent material, the School should be housed in such totally unsatisfactory quarters.

We have seen in the Colony in recent years, and are still witnessing, remarkable strides in the provision of modern school buildings catering, in the main, for other than British children. The Diocesan School building, King's College, St. Paul's Girls' College, as well as the proposed new Queen's College and the scheme for a new St. Stephen's College at Stanley are cases in point. But practically nothing has been done specifically for children of British parents. That fact provides an additional argument in support of the movement now initiated by the Kowloon Residents Association. More and more, as the years go by, are British residents settling down in this Colony and making it their home. That being the case, they have a right to expect that the Government shall make every possible provision for the education of their children on modern lines. Indifferent and inadequate school buildings and the absence of playing fields hamper the work of teachers and students alike. That is why the demand now being made should receive the sympathetic consideration of the Government. We have recently criticised the policy of the authorities in patching-up existing Government buildings rather than erecting new and up-to-date quarters adequate to present and future needs. For the same reason, we regard the intention of attempting to improve the Central British School by the addition of a few more wooden class-rooms as being altogether wrong in conception and as an absurd tinkering with a serious problem.

Anglo-American Finance.

The formation of the Finance Company of Great Britain and America, one of the most powerful financial combines ever created, is significant inasmuch as it shows quite definitely that Britain is still a mighty financial power. There has been a tendency in recent years to regard America, with her tremendous wealth, as the supreme giant in the world of finance with other countries just following behind, largely influenced by America's gestures of financial power. It has not, of course, been suggested that Great Britain was no longer able to exert an influence in the realms of finance, but there has been an inclination to regard her as having lost some of her former power. The creation of this new combine will do much to offset that idea. At the moment it is impossible to judge what effect this powerful new company will have, but it is certain that it will direct capital investments into the most profitable channels and provide continuous co-operation between the leading financial and industrial brains of both countries. The wealth of each country is, to a considerable extent bound up in the other and a combine of this nature cannot but have satisfactory results to both. Far-reaching effects may accrue from the combine's policy of providing facilities for commercial and industrial financing in the British Empire, Europe and the United States, and also of developing contracts for the purpose of international industrial development. The combine will also be welcomed as it provides a further example of the happy relations existing between the two great English-speaking nations and shows the realisation that each country can help the other towards mutual prosperity.

WINE AND TOBACCO TAXES.

CANTON ALLEGES FOREIGN EVASION.

It was recently discovered that foreign merchants were in the habit of importing wine and tobacco into this territory without paying taxes, legally imposed, says the *Canton Gazette*. They usually landed their goods in motor boats and thus evaded going through the customs. A short time ago one such case was caught. Subsequent to that case, the foreign Consuls were requested by the Bureau of Foreign Affairs to issue instructions to their nationals to observe municipal regulations and pay legal taxes, in accordance with the published tariff.

DAY BY DAY.

WHEN MEN ARE FULL OF ENVY, THEY DISPARAGE EVERYTHING, WHETHER IT BE GOOD OR BAD.—*Tacitus*.

Yesterday's health return shows one case each of small-pox, diphtheria, typhoid and cerebro-spinal fever. All were Chinese.

The annual general meeting of the Alice Memorial and Affiliated Hospitals takes place on Monday, at noon in the Chamber of Commerce Board room.

A Canton report says the Kwangtung Tramway Company is to resume its service. The first route to be operated will be from Taishatau along the Yat Tak Maloo.

His Excellency the Governor has appointed Dr. Edward Wilfred Kirk to be a Member of the Midwives Board for a term of three years, from the 6th instant.

It is notified that the names of South China Development Syndicate, Ltd., the Rural Land Investment Company, Ltd., and the Tung Tin Restaurant, Ltd., have been struck off the Register.

His Excellency the Governor has appointed Midwives Ordinance, 1910, Ordinance No. 22 of 1910, to appoint Dr. Annie Sydenham to be a Member of the Midwives Board for a term of three years, from the 5th instant.

It is notified that at the expiration of three months the Oriental Trading Company (Hongkong), Limited, will, unless cause is shown to the contrary, be struck off the register and the Company will be dissolved.

A first and final dividend of \$7 per cent. has been declared in the matter of Lai Chan-wah, trading as the Wing Shun Lee, of Yau-mat; and a first dividend of \$2.60 per cent. in the case of Fung Tai-hang, of 6, On Hing Terrace.

The Observatory returns for March show that the average mean temperature was 63.2 the highest being 77.9 and the lowest 53.3. There were 86.3 hours of sunshine and 5.18 inches of rain, whilst the average humidity was 87.

The Banvard Company drew a packed house to the Star Theatre last night when "The Black Bottom Revue" was staged. This proved a most attractive show, and general regret was expressed that the Company were not remaining longer.

The Chief Justice has by Commission signed by him, dated 10th April, appointed Mr. T. M. Hazlerigg, M.C., Deputy Registrar of the Supreme Court, to be a Commissioner to administer oaths and take declarations, affirmations, and attestations of honour in the Court, so long as he shall continue to hold the office.

The registrar of the Hongkong University is to distribute the prizes to the successful competitors at the Sacred Heart College fourth annual athletic sports at 4 p.m. to-morrow on the club de Recreio ground, King's Park. Through the courtesy of the Committee, the Chung Sing Benevolent Society's band will render selections.

A bankruptcy notification regarding Ng Tin-po, alias T. P. Woo states that a composition has been approved by the Court on the terms that a sum sufficient to defray the Official Receiver's fees and expenses and to distribute a dividend of 10 per cent. on the debtor's unsecured liabilities be paid to the Official Receiver for distribution among the creditors.

The topical gazette which will be screened at the Queen's Theatre to-morrow along with the colourful feature production, "The Lady of the Harem," presents a new angle of photography showing scenes taken above and below the water line at the same time. "The Lady of the Harem" is a romance of Persia in the days of the Arabian Nights, and it is notable for its lavish settings.

Mr. O. A. Smith, general manager of Whiteaway, Laidlaw Limited, with Mrs. Smith left by the s.s. *Changate* for Australia yesterday morning on home leave and will return in October next. Mr. Smith has been with Whiteaway, Laidlaw, Ltd., for twenty-five years and with the Hongkong branch for ten years. During Mr. Smith's absence, Mr. J. V. Panizzi is in charge of the business in Hongkong.

The health bulletin of Eastern ports for the week ended April 7, issued by the P.C.M.O., gives the following cases, the figures in parentheses indicating deaths: Pague, Suez 3 (4), Aden 103 (126), Baseline (6), Bombay (21), Calcutta (2), Rangoon (8), Bagdad (1, for week ended March 31); Cebu, Baseline (22), Calcutta (112), Madras (1), Rangoon (5), Tattocorin 10 (9), Pondicherry (1), Bangkok 24 (11), Saigon 35 (20), Small-pox, Bombay 45 (27), Calcutta 40 (35), Madras 81 (15), Moulinein 10 (5), Rangoon 50 (23), Pondicherry 7 (7), Shanghai (3), Shimonoseki 1, Dairen 6.

LIVING BY "DEGREES"

Purchased Titles As Aids to Business.

In a case which recently produced amazing revelations in the Law Courts, the Lord Chief Justice took occasion to criticise the system whereby it is possible for any individual to add the title of Fellow of the Royal Geographical Society or the Royal Zoological Society after his name without other qualification than having paid so many guineas for the honour.

It is an old scandal, although there were never so many opportunities of adding an imposing string of letters to one's name by the simple process of paying for them as there are to-day.

Of course, we all know that Charles Dickens satirised the custom. The inimitable Samuel Pickwick was a G.C.M.P.C., and Joseph Smiggers, Esq., who used to take the chair at the proceedings of that immortal club which resolved the destinies of littlebits and other small fry, could boast the P.V.E.M.P.C. Nevertheless, not even the pungent satire of Dickens could kill the fondness for empty titles. The novelist could certainly never foresee the extent to which it was to be carried.

Probably the Lord Chief-Justice would be surprised if he realised the enormous business which is done in degrees. We have blamed America for making it possible for persons possessing absolutely no distinction in theological study to add the coveted letters D.D. to their name on paying a fee, but the letters may not mean Doctor of Divinity and may not come from America but be made at home.

A subscription of five guineas will buy a Diploma of Dancing and entitles one to the D. D. after the name as an aid to attracting pupils. But true, accredited professional dancers are not deceived, and smile when they see the letters. The public, however, are as innocently impressed as they are when an ambitious young man desires to pose as a Doctor of Divinity.

Musicians, also, may have some wonderful strings of letters after their names by payment. The degrees of the Royal Academy and Royal College and other well-known bodies must be won by hard work and examinations, but for some time past it has been complained that there has been quite a trade in meaningless but showy degrees.

One of these strange "academies" operates from a single small office, and in return for the necessary subscription, the proud musician is given an imposing certificate with the right to place a many-lettered degree after his name.

There is a notorious American centre from which the unscrupulously vain obtain whatever degrees they desire without the ordeal of submitting their learning to examination.

A man who was sent to prison a short while ago, had practised as a doctor, and his brass plate had borne the impressive titles, M.D.,

M.A., D.Ph. The use of the last degree was the little clue which led to his unmasking. He had made a bad slip. There is no D.Ph. among the honourees of British colleges, but there is a Ph.D. Therefore, he was obviously using some title which was not British and this gave rise to suspicions.

When charged, he coolly explained that it stood for Doctor of Physic and he was fully entitled to use it. But when his trial took place, prosecuting counsel disclosed that all his brave array of letters had merely been bought from America, and that before starting to pose as a doctor the man had been employed as a paper hanger.

It is possible to be a doctor of anything, but the letters must be bought from America or a mysterious so-called university in Germany. It costs five guineas to write D.Sc., or D.Ph., or D.L., after one's name, and ten guineas to write M.P. or, more imposing still, Ph.D.S. The last named is quite original, for it is supposed to mean physician, doctor, and surgeon, a novel combination no medical student in Britain could attain, however brilliant his gifts.

The reputable learned bodies in this country have long desired to get Parliament to make it compulsory that whenever a man uses letters after his name he should affix the country of origin. Of course, this would be a simple and effective way of checking the traffic. There is no doubt that, had men like Dr. Crippen been compelled to add to their impressive letters the U.S.A., they would not be able to do so well in their quack business.

It is not any one calling which is affected. A woman who successfully claimed damages against a "specialist" who had treated her for face blemishes and greying hair, told the Court that she had been induced to consult the man because he had advertised as being a B.C.D. F.H.Inc. Even the Judge was puzzled, until it was explained that the strange letters stood for a doctor of Beauty Culture, and Fellow of the Hairdressers' Incorporation, and were two titles which had been bought through the post from America. Had the holder had to place the U.S.A. with the rest, his string of letters would not have been so alluring.

But the traffic in vanity is really old and international. Those who remember their Daudet will recall that the redoubtable Tarrarain of Tarascon, like Mr. Pickwick, could proudly boast sundry mythical attainments. In such circumstances in real life it may be a personal vanity which hurts no one. But it becomes a public danger when these bought degrees are used to aid business for professional ends.

ARBUOTHNOT MANNSELL.

JAPANESE FLEET.

LEAVES HARBOUR AFTER A FIVE DAYS STAY.

The Japanese Naval Squadron which arrived in port on Monday left to-day after a visit which has proved enjoyable both to the local community and the Japanese officers and men.

The destroyers left the harbour shortly after eight o'clock this morning. Getting away from the buoys was done with excellent precision and in a very short time the sixteen warships were under way through Lyemun. The three battleships left harbour later in the morning, in company with the cruiser and auxiliary.

It is understood that the Fleet is first proceeding to Formosa and will then return to Japan.

EXCHANGE RATES.

	London, Apr. 13.
Paris	124
Brussels	34.95
Amsterdam	12.12
Berlin	20.41
Copenhagen	18.20
Vienna	34.725
Helsinki	19.31
Lisbon	2.24
Bucharest	77.95
Buenos Aires	47.25/32
Shanghai	2.05
Yokohama	1/11.17/32
New York	4.855
Genova	25.33
Milan	62.50
Stockholm	18.18
Oslo	18.23
Prague	16.42
Madrid	29.055
Athens	37.2
Rio	559/64
Bombay	1/5.31/82
Hongkong	2/0/4
Silver (spot)	28 1/2
Silver (forward)	28 1/2

—British Wireless.

POEMS THAT LIVE.

TWO PEWITS.

Under the after-sunset sky
Two pewits sport and cry,
More white than is the moon on high
Riding the dark surge silently;
More black than earth. Their cry
In the one sound under the sky,
They alone move, now low, now high.
And merrily they cry
To the mischievous spring sky,
Plunging earthward, tossing high,
Over the ghost who wonders why
So merrily they cry and fly.
Nor choose 'twixt earth and sky,
While the moon's quarter silently
Rides, and earth rests as silently.
Edward Thomas.

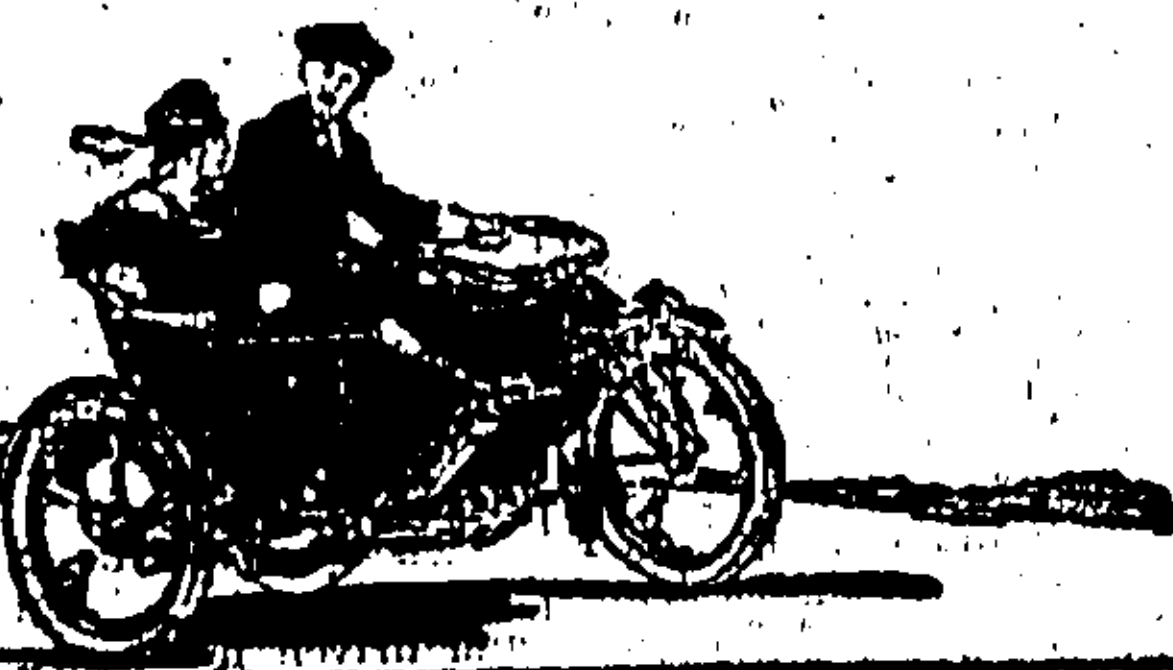
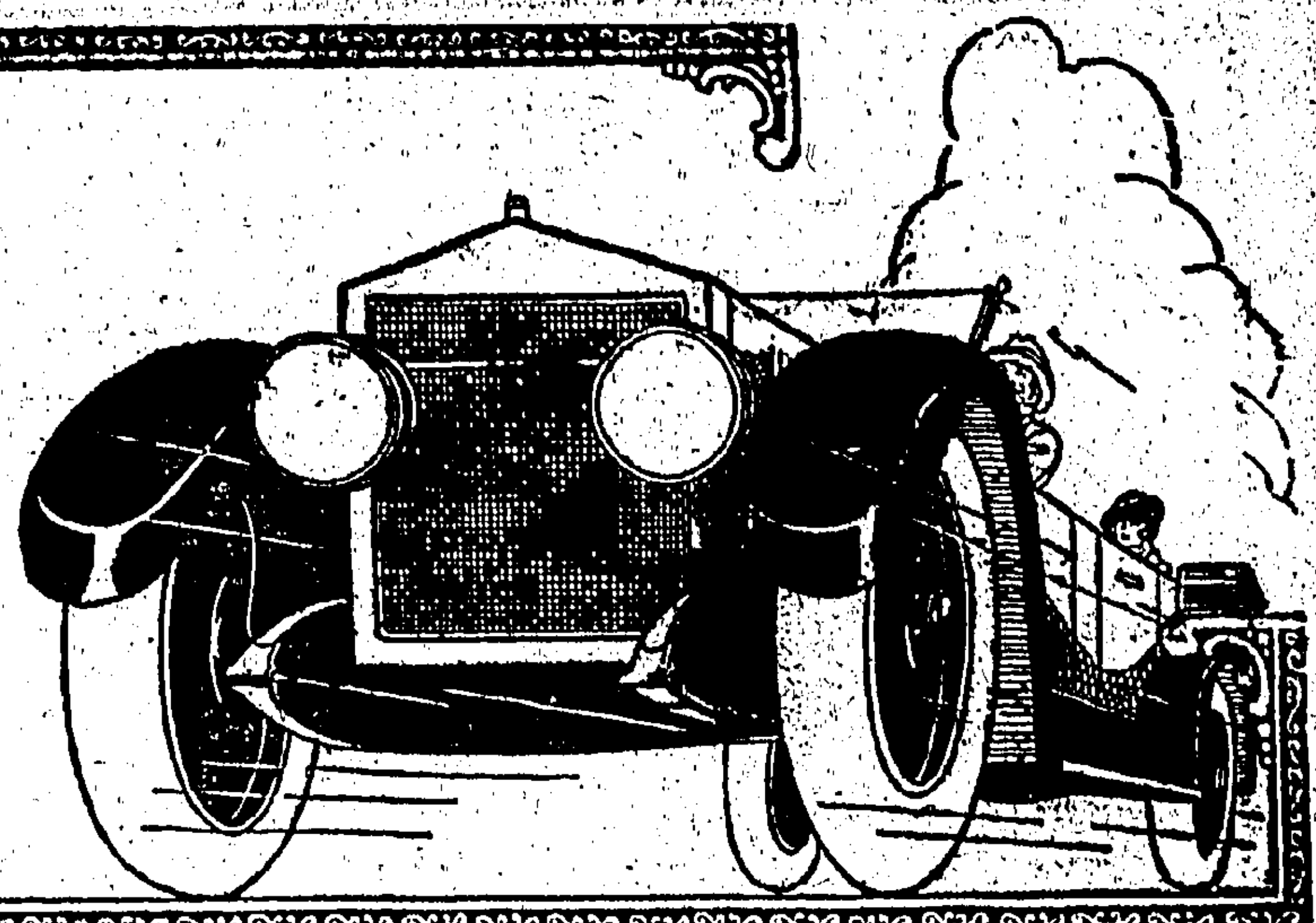
INCIDENT AT INQUEST.

At the adjourned inquest on Mary Sewell, a six-year-old child who was found murdered near her home at Sunnybrook, Durham, a man of about 30 accompanied a police constable into Court and made various statements in reply to questions. "You can say I am the man," he said, replying to Police Superintendent Foster, "but I was insane at the time." Superintendent Foster—Did you do that to the girl? Tell the truth. The Man—No, I didn't. The Coroner said that he would not swear the man, who was led sobbing and meaning into another room. Later he recovered sufficiently to be able to go home.

Corpl. E. Arnold, Secretary of the Fund for the widow of the late Telegraphist Jackson, killed in the recent aviation crash, informs us that the sale of photographs, after deducting costs, realised \$240, whilst anonymous donations of \$25 and \$10 brought the total to \$275.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
SATURDAY 14th APRIL, 1928.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

Nathan Road Corner.

With regard to our note in this column last week referring to the white line at the Nathan Road-Salisbury Road corner, Kowloon, it has been pointed out to us that we have missed understanding the real purpose of this line—a failure which has apparently been shared by practically all the bus drivers for whose special benefit the line was laid down. The white line in question is not intended to divide traffic proceeding in opposite directions. It is meant to divide traffic proceeding from the ferry into two streams. All vehicles which intend turning to the left from Salisbury Road into Nathan Road should keep to the left of the white line. They have an uninterrupted right-of-way and are not in any way dependent on the signals of the traffic constable on point duty. If they are on the left of that line (as they should be) the traffic constable will know that they are proceeding into Nathan Road and need not be concerned regarding them. All vehicles which intend proceeding along Salisbury Road and into Chatham Road should keep on the right hand side of the white line (they would still be in their proper half of the road). This rule, if followed, would let the traffic constable know at once which cars were cutting across the line of traffic coming down Nathan Road, and he would be concerned to exercise control only over these vehicles. Supposing a string of three or four buses are approaching the corner from the direction of the ferry to the purpose of the white line to sort them out automatically into two classes, namely, those going into Nathan Road and those going along towards Chatham Road. Such a purpose is a very valuable one and it is a pity that so many have failed to understand it. We think that bus drivers and pointman should be specially instructed on this point.

Easter Holidays.

It was very gratifying to note that the Easter Holidays passed off without the report of any serious motor accident. Owing to the glorious weather with which we were favoured there were a great many cars on the roads, and on Easter Monday, which was the first day of the stay here of the Japanese naval squadron, the numbers even increased. It speaks volumes for the general high standard of Hongkong drivers, and for the effective controls system which has grown up here, that a busy holiday like Easter should go by without one serious mishap. May a similar immunity be always experienced.

Thoughtful Action.

While on the subject of immunity from accident we should like to note with appreciation that on the Island Road, from town to Repulse Bay, all projecting rocks, bridges and other spots not easily or quickly seen when travelling at night, have just been repainted white. Broad white circles are being painted on trees in the vicinity of such places. It is careful attention to matters of this kind which tend to make our roads safer for the motoring public.

Needless Stopping.

We notice that at several of the places where traffic control is now conducted by the use of red and green lighted signals some drivers fail fully to understand the use of such signals. At the junction of Salisbury and Nathan Roads, Kowloon, where such lights are in use, some bus drivers stop their buses when travelling from the ferry before turning into Nathan Road, but surely there is no need for such a vehicle to stop even if there is no green light showing. Such a vehicle is keeping to its left-hand side all the way and need not wait for a signal which is only intended to apply to traffic which is carrying straight along Salisbury Road in the direction of Chatham Road and which thereby has to cut across the line of traffic coming down Nathan

Road and turning ferrywards. Also, at the junction of Garden Road and Lower Albert Road (near the Peak Tramway Station) there is no need for a car climbing Garden Road and going all the way up on its left hand side to stop. If an up-going car intends to turn by the Volunteer Headquarters and proceed towards the Colonial Secretariat, it must wait for a signal from the pointman in order to ensure that cars coming down Garden Road have been stopped to allow it to cut across their line of route. But it is foolish and unnecessary for cars going straight up Garden Road to stop, because they cross no other line of traffic. There is a similar need for understanding at the corner of Pokfulam and Bonham Roads, where cars going from Bonham Road into Pokfulam Road need not stop, because they are keeping to the left all the way. We raise these points because there seems to be room for the instruction of drivers regarding them. These signals are meant for safety and not to stop cars which are in no possible danger.

Motor Show Date.

Local motorists who intend going home this year will be interested to know that the dates of the Motor Exhibition at Olympia have been fixed for October 11th, to 20th. The Cycle and Motor Cycle Show will be held at Olympia from November 6th, to November 10th.

Safety Walls.

We notice that a wall is being built on that part of Dairy Farm Hill where an accident occurred recently in which an army motor ambulance left the road and fell down the hillside, with the result that the driver of the vehicle was killed. The bend on which the wall is being built was no doubt dangerous and the erection of the wall ought to prevent accidents there of a serious nature. We call to mind an accident which occurred on Stubbs Road, near Magazine Gap, some time back, when a car (owner-driven) crashed into a wall on the side of the road. By the time the vehicle came to rest one wheel was hanging over the side of the roadway with part of the wall knocked down. There is not the slightest doubt that the wall saved what might have been a very serious accident, for there was a sheer drop of many feet on the other side and nothing could have prevented the car from toppling over. There are very many places on our hillside roads where a skid or similar mishap might lead to a car falling many feet over an embankment and the provision of walls or stout fences is eminently desirable. Generally speaking, the erection of such guards is well looked to by our P.W.D. authorities but there are still many points at which more work in this direction could be undertaken.

Statue Square.

A few days ago a collision took place between two cars in Statue Square—a collision which emphasised the value of always keeping to the left, or rather, the danger in not doing so. One car was proceeding west along Chater Road on its proper side and another car was proceeding from the seafront with the intention of reaching Des Voeux Road, and it was this driver who went on the right hand side of the statue. The collision resulted in both vehicles being substantially damaged, but, luckily, there were no personal injuries. Now that white lines are being put down in many places in the Colony, we suggest that white arrows placed on the roadway at this spot would greatly assist drivers who are uncertain of the rule and would guide them to go around the Statue on the left-hand side instead of cutting across in front of it.

A FUELLESS MOTOR?



R. W. Hochsteter, of the Pittsburgh research laboratories which bear his name, and the first three models of Lester J. Hendershot's so-called "fuelless motor," photographed in New York where Hochsteter challenged Hendershot to appear before any reputable group of scientists and prove that his invention "creates something for nothing" in the way of power.

MOTOR EXPERT COMING.

To Lecture on Transport.

Responding to invitations from ten countries, Walton Schmidt of the U.S. National Automobile Chamber of Commerce has sailed for a Pacific trip, embarking from Seattle on the President Madison on March 12.

Japan, Dairen, Mukden, China, and the Philippine Islands will be among his first points of call. Later in the year he will visit Singapore, Java, Australia, New Zealand and Hawaii.

The Pacific countries are now among the leading users of motor transportation outside of the United States and Canada. Hundreds of queries are received by the National Automobile Chamber of Commerce from these localities every year requesting data on engineering, legislation, road building and other conditions of motor travel in this country.

Mr. Schmidt will fill engagements at many touring clubs, government gatherings and dealer associations where he has been asked to lecture and to exhibit motion pictures on motor transportation. The pictures include, one showing in a graphic way the workings of an automobile, traffic, the building of roads, and other subjects connected with motor transport. He will confer with bankers, economists, highway commissioners, police, traffic and other officials.

In addition to the public lectures, Mr. Schmidt will hold special meetings with leaders and salesmen and mechanics in each city visited. Invitations to meetings will include not only those handling American cars, but also the representatives of French, German and British concerns.

The Chamber is seeking to learn the problems of motorists and motoring organizations all over the world and in return is offering such information as it possesses on this subject in the United States. With an ever increasing number of motor cars many foreign countries are now facing problems on which America has been working for a number of years and the Chamber is taking to them the results of our experience.—Contributed.

MILLIONS TO SPEND BILLIONS.

A Huge Year Predicted.

Washington, Feb. 29. Motoring this year will bring out 44,000,000 tourists who will spend a total of \$3,630,000,000 in the United States and Canada.

This surprising tourist business is the prediction made by Frank E. Brimmer, camping authority, in the February issue of the *American Motorist*.

Out of this vast total, Brimmer estimates, hotels and tourists' homes will reap approximately \$2,420,000,000, the remainder being left by campers.

Due to the improved conditions for motoring and sight-seeing, Brimmer believes, campers will spend about a month each on sight-seeing excursions. This prolonged vacation will bring in to the coffers of cities and business an average of \$3.30 a day for each individual—or a total of \$1,210,000,000 for the touring season.

Hotel vacationists—motorists only—will average about ten days for their stays, however, and will spend an average of \$7.50 a day for each person.

Brimmer estimates these totals on the basis of a 10 per cent. increase over last year's figures. He puts the hotel tourist total for 1927 at \$2,900,000, coming in 7,250,000 automobiles—an increase of 12 per cent. over the previous season.

Campers in both tents and cottages numbered 11,000,000 last year and took to the road in 2,750,000 automobiles, an increase of 10 per cent. over 1926, says Brimmer. Of these only three-fourths tented along the trails, or used house cars and camping trailers. The rest carried almost no camping outfits at all, but put up at cottages.

Of the 11,000,000 campers, Brimmer figures, 2,000,000 each were attracted to the national parks of the west, the Great Lakes regions and the southwest. The northwest took about 750,000 campers; the Mississippi valley and Gulf Coast, 250,000; the southeast, 500,000; the middle Atlantic and inland almost to the Mississippi, 1,000,000; New York, Penn-

BRITISH CYCLES & MOTOR CYCLES.

Some Impressive Statistics.

The Fourteenth Cycle and Motor Cycle Show, organised by the British Cycle and Motor Cycle Manufacturers' and Traders' Union, Ltd., will be open at Olympia from November 6 to 10, 1928.

Applications for complimentary tickets from Overseas Traders should be addressed to the above Union at their offices—"The Towers," Warwick Road, Coventry.

Of 140,000 motor cycles produced by British Manufacturers in 1927, 52,805 valued at £2,142,172 were dispatched to Overseas Markets, together with motor cycle parts to the value of £917,748.

As regards bicycles, in the region of 650,000 were manufactured, of which number 233,268 with a value of £1,189,455 were exported, together with cycle parts to the value of £1,639,001.

1928 is, indeed, the jubilee year of the bicycle. In the past few weeks the two great British Cycling organisations—the Cyclists' Tourist Club and The National Cyclists' Union—have held their Jubilee Banquets.

The Cyclists' Touring Club, as its name implies, devotes its attention chiefly to the interests of the touring cyclist, whilst the National Cyclists' Union, without question, is the strongest governing body in cycling sport throughout the world, and the N.C.U. Cycling events on road and race track are "blue ribbons" which every amateur cyclist is only too proud to possess.

These organisations have undoubtedly fostered the use of the bicycle for sport as a pastime and as a machine of utility. They have worked hand in hand with the British cycle manufacturing industry, as a result of which there are in this country nearly 10,000,000 satisfied owners of bicycles, most of which are of British manufacture.

Attention is also drawn to the fact that British manufacturers of cycle components have agreed in principle to mark their components "Made in England," or with other suitable wording to indicate British origin, and in many cases the actual name of the firm responsible for the manufacture will be added.

This is to prevent the offer or "passing off" of foreign manufactured goods in the Dominions and Overseas Markets in such a way that Overseas buyers are misled into believing that they are buying British manufactured articles when actually they are being offered goods manufactured under "sweated" conditions which would not be tolerated by any of the Trade Unions or Dominion Governments, and of an inferior quality and lesser life.

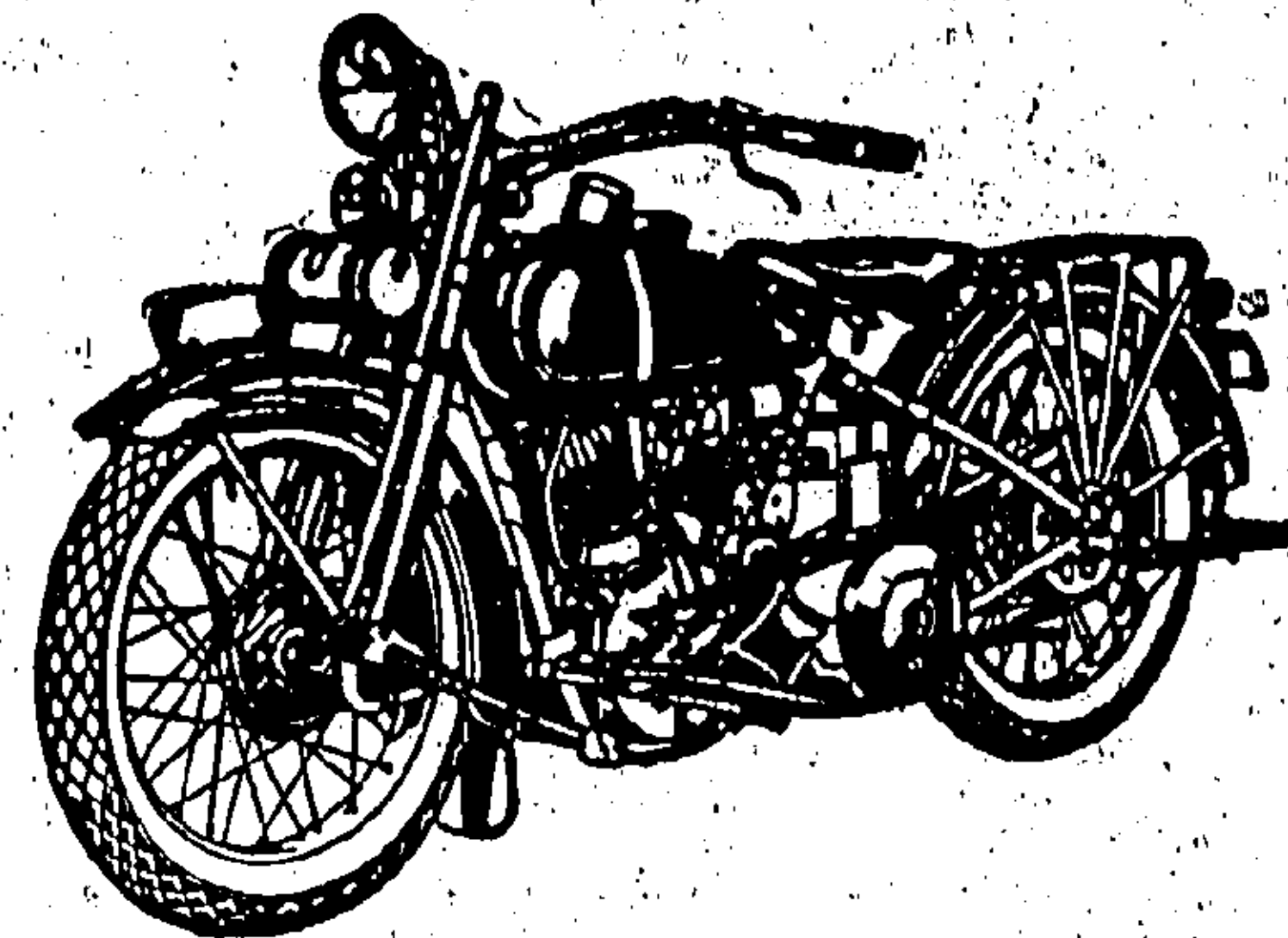
British Cycle Manufacturers use no foreign parts or components in their machines and are enthusiastic supporters of the principle of Inter-Imperial Trade.

Mayland, New England and eastern Canada, 1,250,000; the vicinity of Washington, D.C., and the remainder of the Atlantic coast, 500,000, and the remaining 750,000 took shorter trips within their own states.

The hotel tourist distribution, Brimmer believes, followed the same proportions, although some states, like North Carolina, are particularly hotel tourist districts where a greater ratio of such visitors would stay.

While the east leans more to the hotel type of tourist, however, the far west is more of a camper's paradise, Brimmer adds.

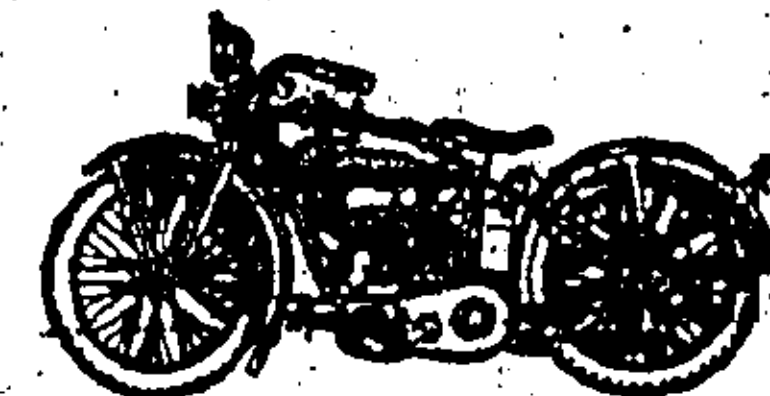
"Yet, all things considered, it is safe to state that the check of campers is the ten classifications, given is a rather fair index of the popularity accorded these various places by hotel tourists," he concludes.



NEW SHIPMENT OF THE FAMOUS Harley-Davidson Cycles 1928 Models JUST RECEIVED. BOOK YOURS NOW.

We have also 4 Harley Singles, O.H.V., Twin Port, coming. Due here April 29th per S.S. President McKinley.

Two Reserved. Book your order early to avoid disappointment.



THE GASCON MOTOR CO.,

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.

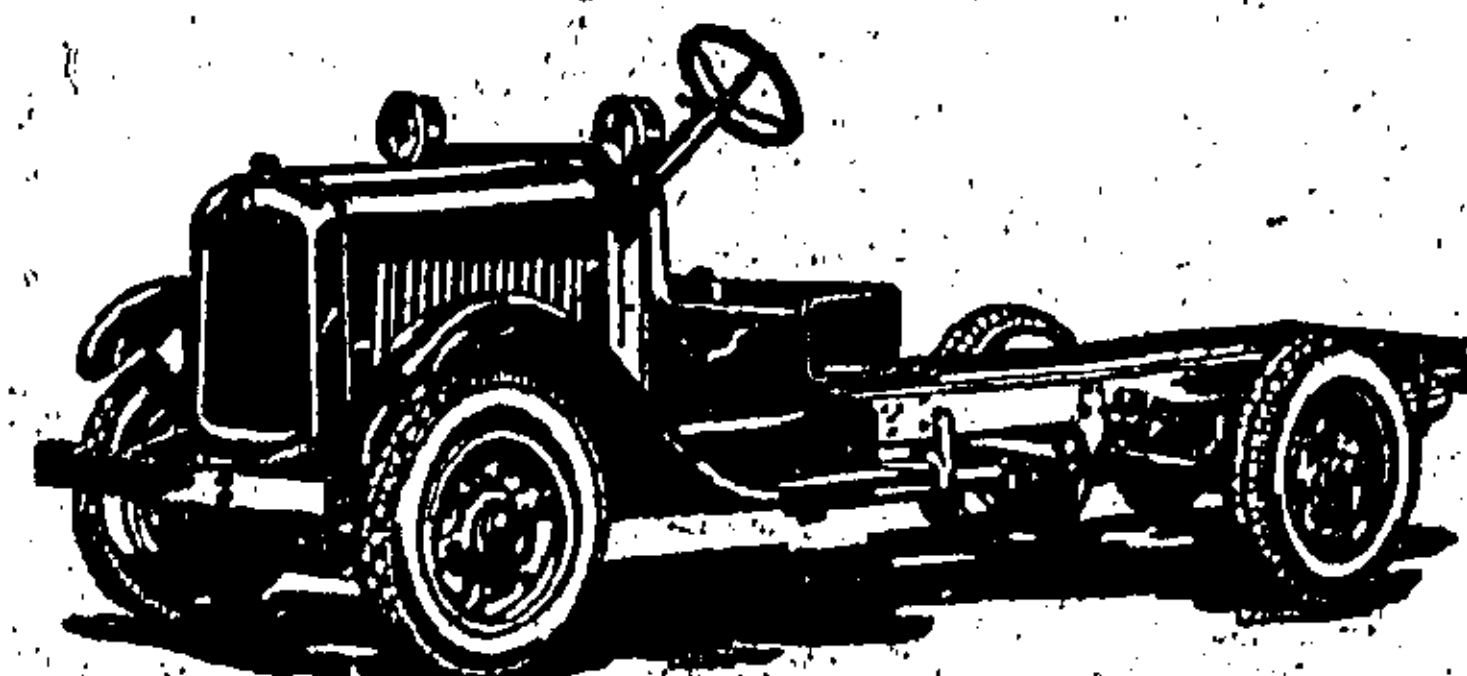
Tel. K. 1242

2, Kwong Wah Road, Kowloon.

(Opposite The Steam Laundry)

A GOOD ASSORTMENT OF SPARE PARTS AND ACCESSORIES IN STOCK.

GENERAL MOTORS (G.M.C.) TRUCKS.



Type T-40 Trucks are powered with the famous Buick Master Six valve-in-head motor—six 8½ by 4½ Cylinders—274 cubic inches piston displacement—R.A.C. Rating 29.40 H.P.—develops 61 H.P. at 2,000 R.P.M.—77 H.P. at 2,800 R.P.M.—20" wheels—front tyres 32 x 6 Pneumatic—rear tyres 34 x 7 Pneumatic (Standard)—rear 32 x 6 Dual Pneumatic optional at extra cost—four-wheel brakes—605 square inches braking area. These Model T-40 Trucks have a maximum payload capacity of 5,500 pounds and are available in the following chassis models:

T-40-T Tractor 123" wheelbase	.....	G.\$2,385
T-40-A chassis 136" wheelbase	.....	2,275
T-40-B chassis 150" wheelbase	.....	2,295
T-40-C chassis 162" wheelbase	.....	2,310
T-40-D chassis 175" wheelbase	.....	2,400
T-40-E chassis 188" wheelbase	.....	2,460

The above prices are for delivery in Hongkong or Kowloon. All prices and specifications subject to change without notice. General Motors Trucks are supreme in flexibility and in endurance. Equally remarkable are the low prices which are only possible because of the tremendous volume of General Motors Production. General Motors (G.M.C.) chassis are available in payload capacities ranging from 1,000 to 20,000 pounds—"A Truck for Every Purse and Purpose."

The Dragon Motor Car Co., Ltd.

Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD, ... HAPPY VALLEY.

To be "As Good as Buick" a car would need to have.



A Six-Cylinder Valve-in-Head Engine;
A Vibrationless Engine—with all mountings of resilient silencing rubber;
A Triple-Sealed Engine;
A Vacuum-Cleaned Crankcase;
Automatic Heat Control;
Thermodynamic Control of water circulation;
Sealed Chassis;
Torque-Tube Drive;
Automatic Lubrication of engine, universal joint and fan hub;
One piece, I-beam Front Axle;
Cantilever Rear Springs;
Fisher Body with V. V. Windshield;
Duo Finish;
Ten-Plate Multi-Plate Clutch;
Control-Flex-Beam Headlights;
Mechanical 4-Wheel Brakes;
Balanced Wheels.



Buick lends in every essential of comfortable, luxurious motoring—more today than ever before. When anyone says "as good as Buick," he must be thinking only of price. Buick shares its price with many cars, but its value with none!

WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM

It is the GREATEST Buick EVER BUILT

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD,HAPPY VALLEY.

Chrysler "62" Features of Performance, Quality and Long Life—

1. Six-Cylinder Engine, of Chrysler Design
2. 7-bearing Crankshaft, with interchangeable timing bearings
3. 62 and more exceptional Miles an Hour
4. Typical Chrysler Acceleration
5. Impulse Neutralizer
6. Welded Crankcase Construction
7. Ventilated Crankcase
8. Invar Steel Strut Pistons
9. Special Engine Mounting
10. Exclusive Type of Cylinder Head and Combustion Chamber
11. Silchrome Valves
12. Oil Filter
13. Air Cleaner
14. Thermodynamic Heat Control
15. Manifold Heat Control
16. Cellular Type Radiator
17. Full Pressure Oiling System
18. Rubber Engine Mountings
19. 18-Inch-Bar Road Wheels
20. Balanced Front Wheels
21. Pivotal Steering
22. 4-wheel Hydraulic Brakes
23. High Carbon Steel Springs
24. Specially-designed Rear Axle for Balloon Tyres
25. Levelers on front and rear springs
26. Indirectly Lighted Instrument Panel
27. Fedco Theft-proof Numbering System
28. Electric Fuel Gauge
29. Headlamp Control on Steering Wheel
30. Narrow Corner Pillars
31. Adjustable Steering Wheel
32. Cadet Visor
33. Saddle Spring Seat Cushions
34. Fine Figured Mohair Upholstery
35. Rigid Type Curtains on Tourer
36. Adjustable Front Seat in Tourer
37. Low Centre of Gravity
38. Double Devised Body Construction
39. Chrysler Beauty of Line
40. Attractive Colour Combinations in great variety

CHRYSLER

at
Sensational
New LOWER
PRICES!
Quality
Unchanged
40 Body Styles

Chrysler's sensational rise from 27th to 3rd place in sales in 42 months is the result of a phenomenal public preference that has continuously demanded a record-breaking volume of quality motor cars.

Chrysler's tremendous production and rapid growth are the direct results of public recognition of values and savings which only Chrysler Standardised Quality can provide.

You will then instantly recognise why Chrysler cars—by the most astounding price savings which result from a huge and rapidly growing public demand—are today more than ever the most marvelous motor car values in their respective price classes.

A. LUNG & CO.

Sole Agents

19, Queen's Road, C.

Phone C. 1219.

BRITISH MOTOR INDUSTRY.

Latest Imports and Exports.

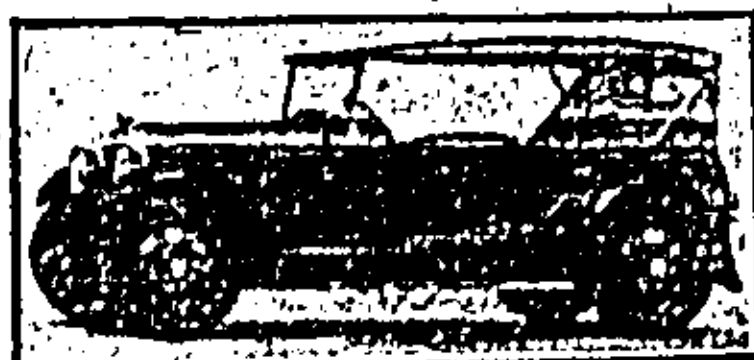
It was during 1926, that motor exports from Great Britain for the first time exceeded motor imports in number and value. During that year, net imports, the number of which is arrived at by deducting re-exports from gross imports, amounted to 21,542, this figure representing the total of private cars, commercial vehicles and bare chassis. The revised figure for exports during 1926 showed a total of 32,388. The exports of complete cars exceeded the imports by about two thousand, and the exports of chassis exceeded the imports by upwards of 6,000. As regards commercial vehicles, the figures were smaller, but exports were very nearly double imports in number and more than five times as great in value. In other words, under this heading imports must have consisted mainly of quite light vehicles of substantial value. During that year, the value of total exports exceeded the value of imports by well over four million pounds.

We may now consider the corresponding figures for 1927. In some respects, these are more, and in other respects less, satisfactory. Total exports increased as compared with the previous year, both numerically and in value, and exports also increased under all the three headings of cars, commercial vehicles, and chassis. Total exports amounted to 35,698, that is to say, an increase of over three thousand. Their value showed an increase of not much less than a million pounds, which means that the average value of each export was larger than in the previous year. Meanwhile, imports also increased; total net imports for the year numbered 31,375 to a total value of about £4,000,000. Thus the margin of exports over imports as regards numbers was only about 4,300 instead of being upwards of 10,000. The margin in respect of value was about three and a half million pounds as compared with over four million pounds. Under one heading, namely, complete private cars, imports exceeded exports in number but not in value. Under the other headings, exports exceeded imports in all ways. The figures show a remarkable ascendancy on the commercial side of the British industry; in this group the imports only amounted to about one hundred vehicles, valued in all at less than £15,000. Meanwhile, exports amounted to 1,737 vehicles, with a total value of well over a million pounds, the average value of exports being much higher than in the previous year.

The total value of exports is substantially greater than it has ever been in any past year, but exports during the last half of the year did not compare favourably with exports during the first half. Over 21,000 vehicles went out during the first six months, the figure for the last six months of the year being somewhat under 15,000. One cannot, however, deduce very much from this fact since it may quite possibly be found that exports for the first months of 1928 will be particularly large, bringing the recent average up to a quite satisfactory figure.

It is always advisable at this time of the year to carefully look over the spark plugs, clean the carbon from them, clean and adjust the points to the proper gap, as well as to make sure that the connections holding the magnets or distributor wires are tight. Should it be found that any of the plugs are cracked or broken, they should be replaced.

NASH
LEADS THE WORLD
IN MOTOR CAR
VALUE.



Engine: 6 cylinder.
7 bearing Crankshaft.
4 Wheel Mechanical Brakes.
5 Die Steel Wheels.
5 Full size balloon cord tyres.
Automatic windshield wiper, air cleaner, oil purifier, petrol filter, cowl ventilator, force feed lubrication, front & rear bumpers, leather upholstery, hydrostatic gasoline gauge.
Nash Standard Six 5 seater TourerG\$1150.
Nash Advanced Six 7 seater TourerG\$1650.
Prices for other models on application.
Free rides to prospective buyers.
Sole agent for South China:
Wong Sin Woon,
21 Fottager St. Phone C. 1474.
Service Station,
70 Des Vaux Road C.

EFFECTIVE ADVERTISEMENT.

Gets Edward Bok Award.

For a distinguished individual advertisement deemed most effective in its use of pictorial illustrations in any form during 1927, an advertisement of the Cadillac Motor Car Company has just received the Edward Bok award conferred by a jury chosen from the Harvard Graduate School of Business Administration.

The award is one of several founded in 1923 by Edward Bok, editor and publisher, to be conferred annually for the purpose of encouraging outstanding achievement in advertising progress. The honour of being selected is as great in advertising circles as is the crowning of a great book by the French Academy to the world of literature. Each award is for the highest results in some branch of advertising.

The Cadillac illustration which received the award as the most effective in its class is the work of T. M. Cleland, nationally known artist. It originally appeared with a number of others by the same artist in a book used by the Cadillac company for distribution through the mails. It was later selected by them as the most fitting illustration for the announcement of the new Cadillac car last September and appeared with the title, "Cadillac Creates a New Luxury in Motoring."

In commenting upon the award, William W. Lewis, assistant general sales manager and director of advertising of the Cadillac company, who was present at the Harvard dinner with Mr. Cleland at the time the award was conferred, stresses the importance of illustrations in progressive advertising. He states:

"The rapidity of our material progress is largely due to our improved facilities for publicity—newspapers, magazine, radio, now features in motion pictures, and many other agencies. Half a century ago it would have taken months to disseminate news about a commercial product that can today be told to the world through the same agencies in a few days. 'The faster stride of our modern living means faster thinking, and clearer thinking. People wish to plunge at once for the kernel of a message, and they make quick decisions.'"

"In announcing our car we desired to convey to the public the elegance, beauty and distinction which we believed were inherent in it. We believed that this was the story told by Mr. Cleland in his drawing and that our rapid thinking, quick-acting public would get the impression in a moment's time from a study of the picture."

"The advertisement was entered for the Edward Bok award without our knowledge and it was gratifying to learn that this highest tribunal of advertising effectiveness passed such a judgment upon it."

THAT COMPREHENSIVE SIGNAL.

When asked what, in his opinion, the average motorist intends to convey when he puts his right hand out as a signal, an experienced driver states that in the course of his road travels he has personally discovered that it can mean—

- (1) Turning to the right.
- (2) Turning to the left.
- (3) Stopping.
- (4) Reversing.
- (5) Pointing to the scenery.
- (6) Flicking off cigarette ash.
- (7) Feeling if it is raining.
- (8) Testing wind resistance.
- (9) Waving to a passing friend.

JOIN



THE HONGKONG AUTOMOBILE ASSOCIATION

A Few Advantages:—
10% Off Motor Car Insurance
Free Legal Advice.
Reliable Drivers Supplied
Free Mechanical Advice
Associate Membership of the R. A. O. and A. A. London.

All Communications for Membership, etc. to
REV. G. E. S. UPSDELL
Hon. Secretary.

C/o 'Hongkong Telegraph

THE SIX-CYLINDER FIAT.

All About New Model "520."

A prominent exhibit on the Fiat stand both at the Paris Salon and at Olympia was the new Fiat model 520 stock car. It certainly presents the graceful lines which have come to be looked upon as typically Fiat: light, flexible, comfortable and commodious car at a very competitive price.

The engine has six cylinders of 68x103 mm. bore and stroke respectively which gives a total swept volume of 2,244 c.c. The cylinders are of cast iron, in one piece with the upper half of the crankcase. The sump is of pressed steel and can be dropped without interfering with the clutch and gear-box. The cylinder head, also of cast iron, is in one piece and quickly detachable. It has combustion chambers with side by side valves, overhead sparking plugs and general layout designed to set up a high degree of turbulence.

The crank train has been very carefully carried out. The combined base chamber and cylinder block ensures by itself a very rigid mounting; but in order to further enhance it, the crankshaft is supported on seven plain bearings of large diameter. A six cylinder engine offers very favourable conditions for the accurate balancing of its reciprocating parts; not only full advantage has been taken of this, but furthermore, a special damper has been fitted at the forward end of the crankshaft in order to be absolutely sure to have eliminated all possibilities of torsional vibration.

The valve gear is of the side by side type. It is, in itself, of very simple design; but, owing to the general layout of the engine, its operation is remarkably silent and free from noise at all speeds; much more so than any other engine of the same make. The camshaft is stiffly supported in the crankcase and is driven, off the forward end of the crankshaft, by a noiseless chain which is also used to operate a dynamo placed along the off side of the crankcase. Adjustment of the chain is ensured by the usual eccentric tightening device fitted to the dynamo support.

The ignition system is quite a novelty for cars of this make: magneto has given place to coil and distributor; a feature which is to be found in no other Fiat stock car. The distributor is mounted high up over the engine in a very accessible position and is driven by a vertical shaft which passes up through a tunnel in the cylinder block and is driven, through helical gears, on the camshaft. For a range of 20 degrees, the ignition advance is entirely automatic; but 15 degrees more can be obtained by the rotating sleeve control placed on the steering column.

Fuel feeding is ensured under all working conditions by a combined vacuum and gravity system: petrol is sucked from the main supply at the rear, stored in an autovac tank mounted on the dash, and thence fed to a single carburettor fitted to the rear side of the crankcase below. The vacuum tank is of exceptional size as a precaution against running dry when travelling over very hilly country calling for considerable throttle opening. It is fitted with a special water and grit filter enclosed in a glass container which is easily detachable for periodical clearing and in which inspection of the petrol is possible without dismantling any piping. The carburettor is a vertical Solex with the usual choke control on the air inlet to facilitate starting and slow running. It is fitted with an air cleaner and with an interesting patented device which prevents hissing of the air intake at high speeds. The particularly difficult problem of efficiently feeding six cylinders from a single carburettor placed far below, has been solved by combining the exhaust manifold and the intake pipe in such a way that no cold spots are possible. Full power is in fact available even immediately after starting from cold.

Lubrication is very thoroughly carried out and oil filtering has been given very careful attention. The oil sump acts as a reservoir and is fitted with the usual horizontal internal baffle and filtering plate which prevents splashing and flooding the cylinders when the car is pulled suddenly and keeps the oil pump immersed when the car goes down steep descents. The oil pump is of the gear type, submerged in the sump and driven off the lower end of the distributor shaft. Oil is sucked through a filter, also drowned in the sump, and sent under pressure to a second filter

mounted just underneath the oil filling cap. Here it is separated in two streams: the first forces its way directly to the main bearings, connecting rod big-ends, and camshaft bearings; whilst the second flows through an oil purifier placed in front of the dash and falls back to the sump. The purifier is of the type with a very large filtering area well condensed in a small space. It seems to be very efficient as it gives no trouble and in about an hour's running the entire supply of lubricant passes through it.

Cooling is, as usual, by centrifugal water pump and radiator fan; but an unexpected feature is to be found in the old fashioned way by which they are both mounted on the same extended supported shaft and driven by the same one-piece belt.

Starting is, also usual, by hand lever and electric starter. The latter however, instead of being placed below the engine, is now in a more accessible position along the rear side of the crankcase. It engages a ring gear on the flywheel in the usual manner.

The clutch bell casing and gear box are separate, but both are bolted up to form a unit with the engine. The clutch is of the toroidal lined single plate type running dry; its extreme lightness and consequent low inertia make gear shifting easier. The gear box provides four speeds and reverse and is fitted with an interesting accessory consisting in a thief-proof device mounted at the base of the change-speed lever, whereby the gears can be locked in neutral. Transmission is ensured by an open propeller shaft tube with a universal joint at each end and a 5.6 to 1 level final drive. Torque and thrust are therefore taken by the rear springs; a feature which again recalls dispositions which seemed to have been definitely done away with in Fiat cars.

The frame is of usual Fiat design, but built exceptionally strong. Suspension is on semi-elliptic springs and shock-absorbers fore and aft; the rear springs taking up torque and thrust as already mentioned. Sankey all-steel artillery wheels are provided; they are equipped with the new Michelin Bibendum tyre. Left-hand steering is standard—an unusual feature in Italian cars—but right-hand steering is provided on request.

Brakes are fitted on all four wheels. They are of the internal expanding type and have a self-wrapping action in both directions which calls for a very light operating effort. There are two absolutely independent controls: one by pedal which operates simultaneously on all four wheels, and the other by hand lever which operates only on the rear wheels. Speedy adjustment is provided both for brake drums and for operating cables.

The car in general is exceptionally smooth and silent; indeed, it is one of the most silent cars now on the market. Having an engine of high output running at a low range of speed it can be driven practically all the time on top gear, the other speeds being used only occasionally for starting, for stiff climbs, etc. The possibility of driving about in mazes of modern town traffic without having to make continual use of the gear box is an advantage which will certainly be much appreciated by the average motor-car owner. A maximum speed of about 65 m.p.h. is available and fuel consumption is about 25 m.p.g. No announcement has yet been made regarding the selling price of the new Fiat but it certainly will be very low and such as to compete successfully with American makes on foreign markets.

As we have pointed out at the commencement of this article, an attentive examination of the Fiat model "520" will reveal many details which follow American practice, and which would naturally lead one to suppose that the famous Italian firm had deviated in the design of this chassis, from classical Italian constructive methods.

The truth of the matter is, however, as may be gathered from the brief description which we have just given, the system of construction which is characteristic of Italian design in general, and of that of the great Turin House in particular, has merely been modified and adapted to meet the newer requirements which have been gradually making their way into modern motor car design; during the last few years, particularly in markets other than Italian.

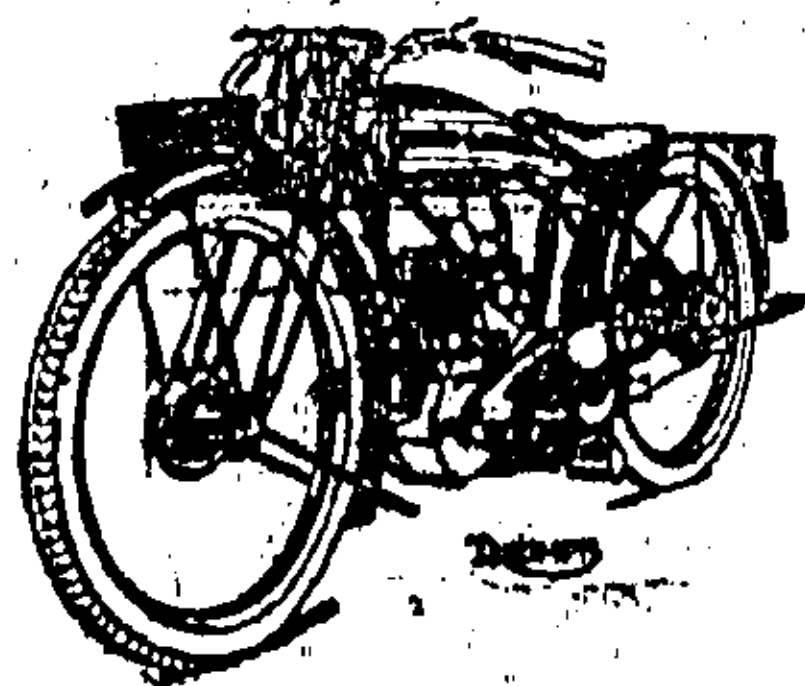


When the girl asked, "How fast can we go?"
The young man said, "Oh, sixty, or so!"
Then he stepped on it strong,
Till a cop came along,
And mulcted him of some of his dough—

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POLICE LICENCES
FOR GARAGES.Plan that Would Help
to Stop Thefts.

A doctor correspondent has raised a new point which seems to merit consideration, even though to some extent it might involve a little further inconvenience, writes Capt. E. de Normanville in the Daily Mail.

This particular reader has had his car stolen from a garage. A man walked in (probably after a previous look round and observation), claimed to have lost his garage ticket—and was allowed to drive the doctor's car away.

To add insult to injury, the garage proprietors are now disclaiming responsibility, but as that particular point is sub judice I must say no more about it.

The doctor therefore suggests that all garages should be registered; should have to comply with certain simple rules under that registration; and should be forced to shoulder certain responsibilities in connexion with the cars left in their charge.

Making For Safety.

This would make garaged cars safer from the thefts which are known to be numerous. A more definite system of registering cars in and out would be enforced, and an owner who lost his ticket would have to "prove his title" before removing the car.

If garages were registered it would also simplify the work of the police in tracing stolen cars, as they will have right of entry and inquiry.

An even more important point would be the elimination of the receiver of stolen cars, who frequently masks his operations under the guise of a garage business.

But as a license for registration would only be granted where there was evidence of bona-fide trade these suspects would disappear automatically.

It may be, therefore, that this good doctor's suggestion deserves fuller consideration than at first sight appears warranted.



(By Israel Klein.)

It isn't until we are annoyed by the squeaks from the brakes that we give these appendages any notice.

Then, most likely, it is too late to prevent poor braking, for with squeaking brakes goes an uneven, imperfect system of control.

Twelve causes for squeaking brakes are listed by *Motor Age*, in a recent issue. They are:

- 1.—End of band touching drum.
- 2.—High areas of unequal pressure.
- 3.—Sand between brake drum and lining.
- 4.—Twisted bands.
- 5.—Unequal adjustment.
- 6.—Worn anchor pins.
- 7.—Bands frozen on anchor pins.
- 8.—Twisted anchor pins.
- 9.—Exposed rivets.
- 10.—Glazed or hard lining.
- 11.—Eccentric or distorted drum.
- 12.—Loose wheels or wheel bearings.

The cure for all these may be bunched into one or two items. One is the necessity of maintaining a true adjustment between lining and drum. Another is the maintenance of a clean and well lubricated braking system.

Any inequality in the surface of the drum will cause a squeak. An unequally worn brake lining will cause squeaking. Protruding rivets also are only another result from an unequally adjusted and unequalled used braking system.

Dust and grime collecting in the brakes and neglected there cause much of the trouble from squeaking brakes. The bands must be removed and the lining thoroughly cleaned to correct this difficulty.

It must be remembered that there are moving parts in the braking system and that these occasionally need lubrication. When bands are frozen on anchor pins, interfering with the free action of the brakes, it is good practice to oil these points thoroughly, or remove them and give them a thorough cleaning. Then these points should be re-packed and lubricated.

Sometimes it is even good practice to apply a few drops of thin oil to the brake shoes or drums about every 2,000 miles or so. This will keep a smooth surface on the lining.

Care of Body.

As important a part of the automobile as the motor is, it isn't alone in demanding attention from its owner. For there are other parts that make up an automobile and that require consideration, if the entire machine is to run smoothly.

The body is far from a mechanical apparatus, but it has moving parts and it is subject to breakdown and annoyance just as is the motor itself. It requires watchfulness and periodic attention, if driving is to remain pleasant and the automobile is to maintain its good looks.

The motor usually outlasts the body in service for the simple reason that immediate attention is paid to it when it shows the least sign of balking. A squeaky or muddy body, on the other hand, can be tolerated without handicapping the operation of the car.

Eventually, however, the squeaks and dirt leave permanent marks on the car, rattling becomes an everyday affair and the automobile is worth much less than one to which attention has been paid.

Yet care of the body is easier than attention to the engine. It requires only occasional checking of bolts and other parts. And it demands only a matter of cleanliness on the part of the owner.

It isn't much, for instance, to have the body bolts tightened when the chassis is being greased. No matter how well built the car may be, its tie-down bolts loosen with the vibration of travel, and its doors and other movable parts squeak on their hinges.

Closed bodies, especially, should be adjusted after the first 1,000 or 1,500 miles of use. If the doors squeak most likely the tie-down bolts to the chassis are loose.

Squeaks come from such insignificant causes as glazed pillars, between hood and lining, at the hood clamps and at the door lock. All they need is slight lubrication, a drop of oil in the lock, or a touch of grease along the contact edges.

Slight rattles come from parts loosened by the inevitable vibration of the car, and jars over rough pavements. The bumpers can thus be loosened enough to rattle disturbingly. The trimmings inside the car can become loose and squeak. Wires in the ignition system may trail and strike against the body or chassis as the car moves along.

All that's needed is tightening. As important as a squeaky body is a clean one. Let mud re-

main over winter and its mark will become permanent thereafter. The car will no longer look as fresh as it should.

What the car needs is a periodic cleaning, even through the inclement winter days. Water should be played gently on the body, or applied with a sponge. No hot water nor soap should be used, or it will injure the finish.

The body should be wiped dry with a piece of chamols. If left to dry, the entire body will be spotted with tiny dirt marks.

A little knowledge of one of the most important parts of the automobile may produce greater care in its operation on the part of the driver.

This part is the clutch. The transmission is that mechanism in the transmission of an automobile which connects the driving shaft of the engine to the transmission in the rear, enabling the car to move.

It is to be understood that, with an engine operating continually, some means must be established by which the car may be moved or stopped at will. That means is the clutch.

Starting a heavy automobile, however, against a powerful force of inertia is more than merely connecting the driving shaft directly to the transmission. There must be some means by which this restrictive force of inertia may be overcome gradually, or the engine itself would be stopped by it.

Therefore a system of gears is applied in connexion with the clutch, so that the resistance of the car may be broken in gradual steps—usually three.

Even then, however, the fast-rotating shaft from the engine has to be connected with an inert transmission shaft. It would appear that something would snap at such action. But it is done so smoothly and gradually that nothing disastrous happens.

What actually transpires is the sliding of one disc of asbestos-lined metal face to face toward another disc that is revolving on the engine shaft. By this gradual action, the first disc takes up the revolutions of the second and, when closely applied, turns along with it.

That's the action of engaging the clutch, when the driver's left foot is gradually let out. It emphasizes the importance of letting out the clutch pedal gradually, in order to start the car, if the engine is not to be stalled against the inertia of the car.

In order to hold the first disc firmly to the disc on the engine shaft, a double system of coupling is employed.

It's like holding a coin firmly between two other coins of the same size, by the thumb and forefinger of one hand. It takes little pressure to keep the middle coin from turning, if the other two are kept still, and it is an easy matter to turn it when the other two are rotated.

That's the mechanism of the disc type of clutch, which is the system employed on most automobiles to-day.

There may be only one disc engaged between two, or there may be a series of discs, engaged within another series. But both types work alike—one set revolving by contact with the other.

That's all there is—just this contact to move an automobile. But this is so firm, once engaged, that there is no danger of any slipping unless the surfaces of the discs have become glazed.

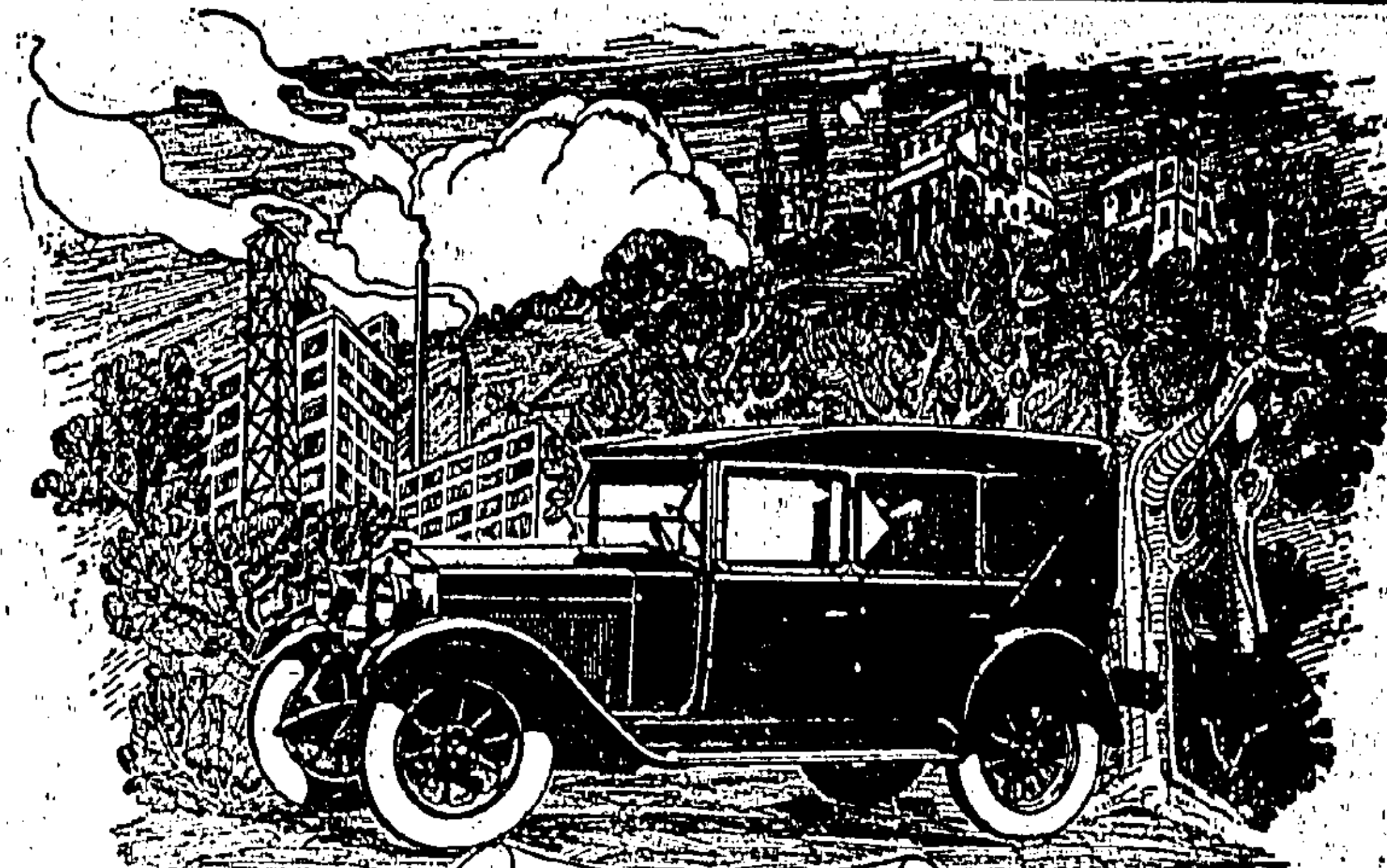
Glazing of the surfaces of the discs is the result of "riding the clutch." This is the unconscious application of the left foot on the clutch pedal, ever so slightly, while the car is running along, but enough to loosen the firm grip of the discs on each other.

The slightest loosening of these discs causes them to slip, rather than grip tightly, with the result that their hard surfaces become glazed. Constant "riding of the clutch," therefore, ultimately renders the gripping action of the discs practically useless.

New discs have to be installed, or the car won't move. And this is an operation of which the work of installation costs more than the new parts.

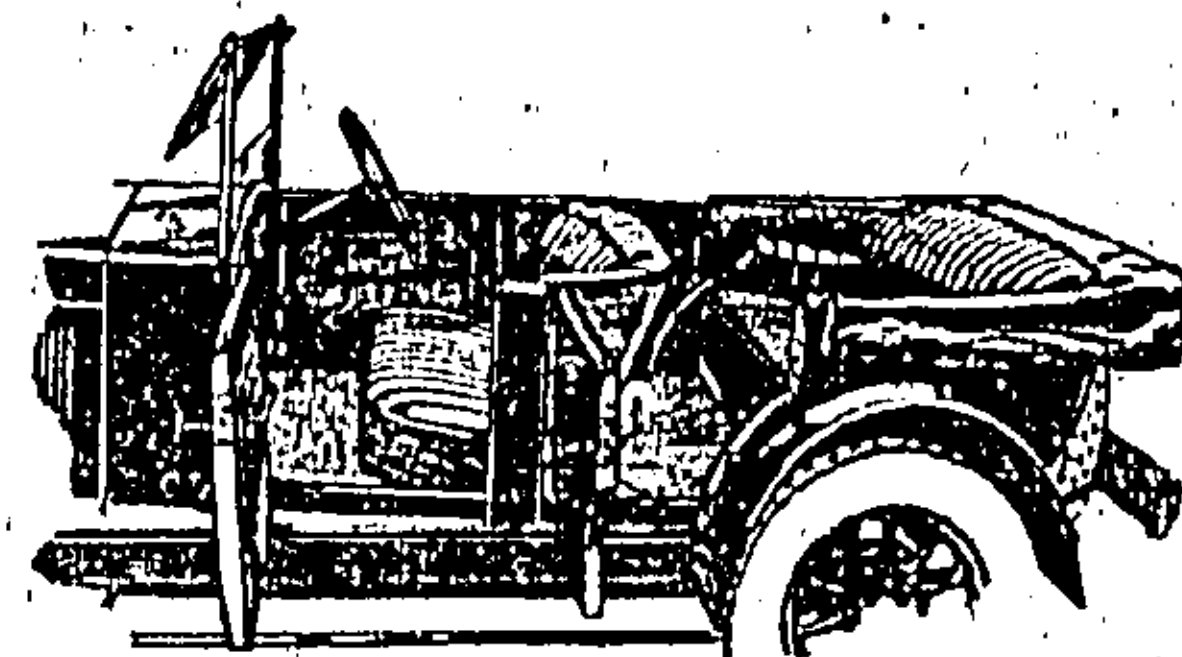
LEYLAND MOTORS REPRESENTATION AT SINGAPORE.

Leyland Motors, Ltd., has appointed Colonel Woodhouse as representative for the Far East. He has now taken up his residence in Singapore. During the last two and a half years Colonel Woodhouse has been in Australia, where he has been engaged in establishing a Sales Organisation for the Trojan vehicle.



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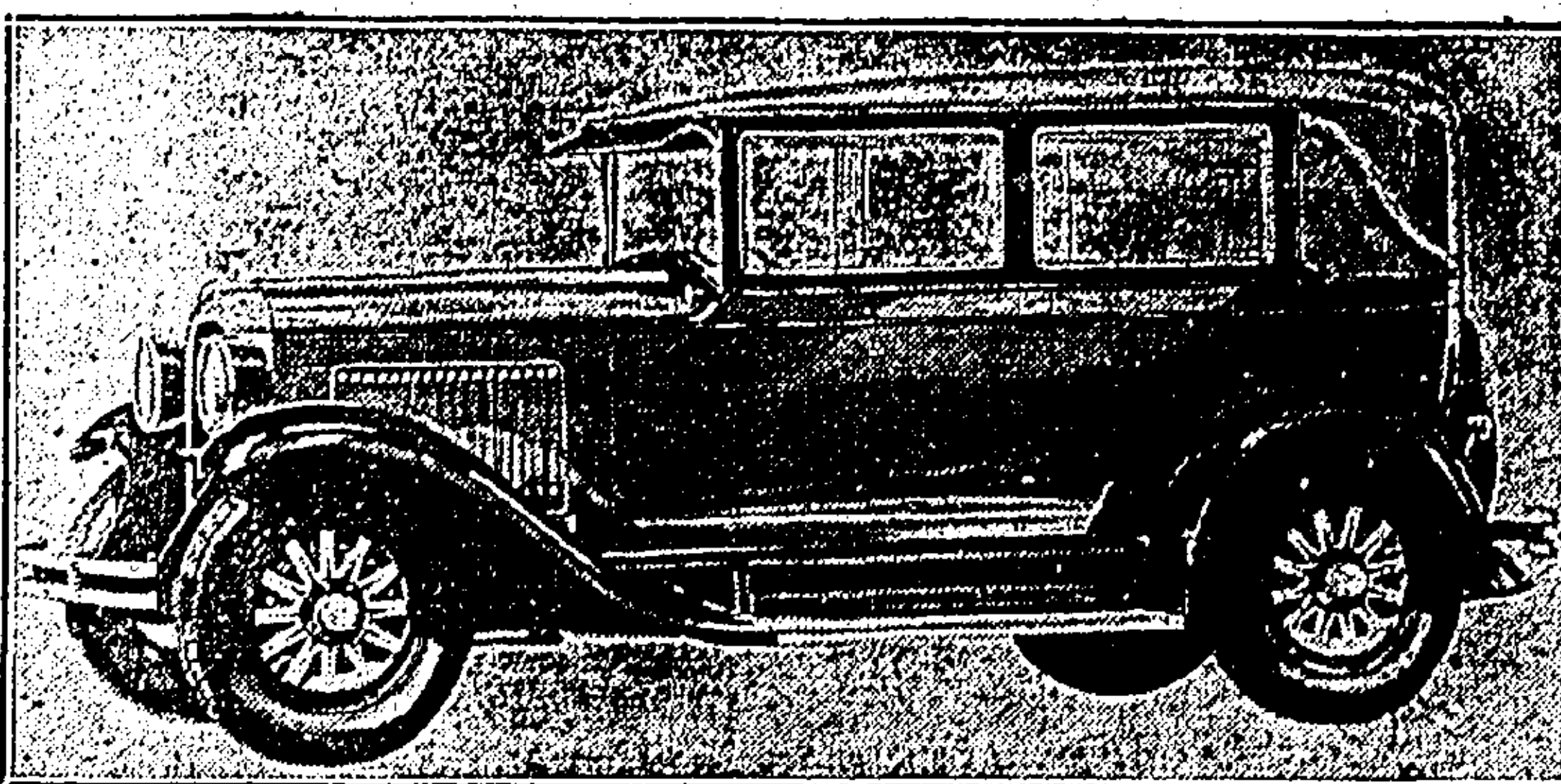
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TOURING IN FRANCE.

A recent communique from Paris published in the Press suggests that British motorists, under a new arrangement between the Touring Club de France and the Ministry of Finance, can henceforth enter France with their cars without depositing duty with the Customs or obtaining triplicates or other Customs papers from an approved Club or Association. The Automobile Association has since been officially informed that the Touring Club de France knows nothing of any new arrangement with the French Customs. The well-known triplicate system which has been in force for many years remains unaltered.

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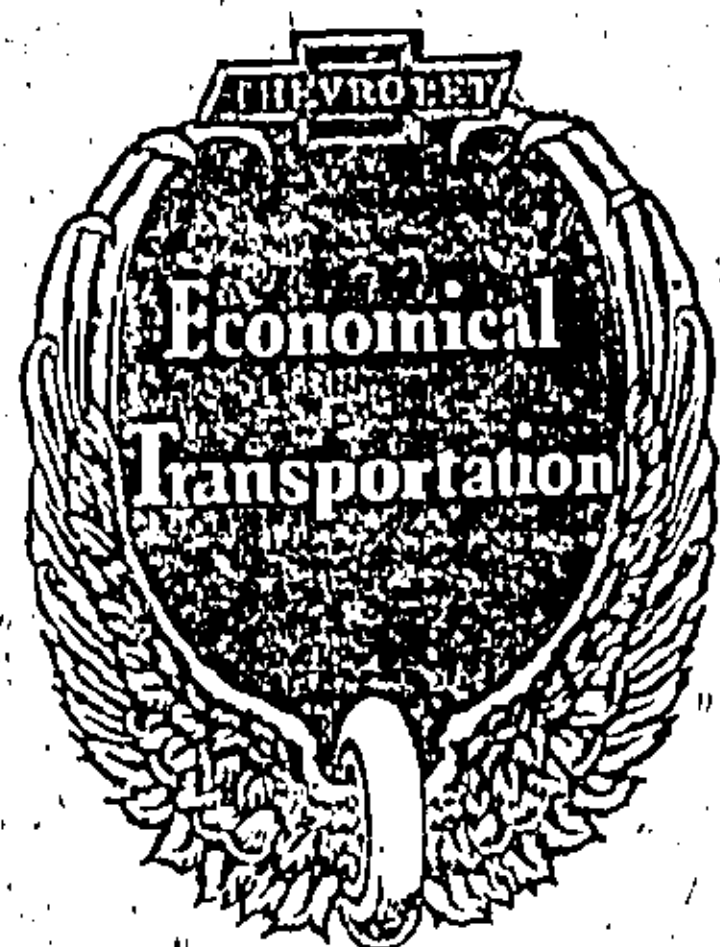
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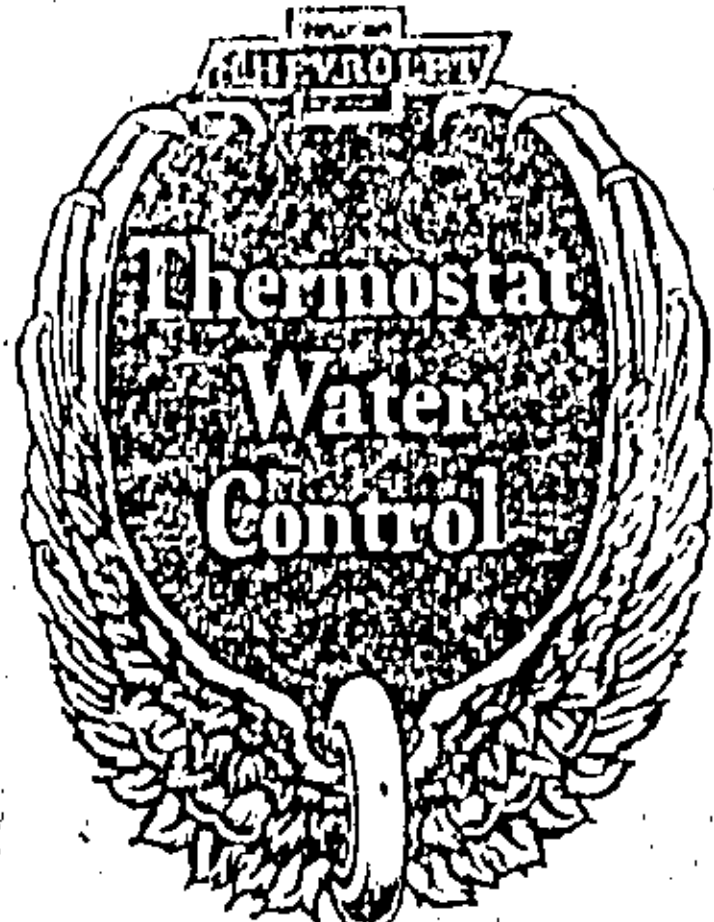
Comparison of the new 1928 Chevrolet line with other makes in its price class at the New York Automobile Show brings out two salient points.

The increase of four inches in wheel-base has enabled the Fisher Body engineers to obtain a much better appearance between the height and length of the car. The new Fisher closed bodies are roomier, wider doors make it easier to get in and out of the car, and new beautiful upholstery material blends with a really beautiful Duco finish. The Sedan body is approximately three inches longer and the Coach five inches longer. The rear end of the roof on the Sedan, Coach, Landau and Coupe has been rounded off to improve the appearance. The Fisher V. V. windshield has been placed in the Cabriolet and Landau, and all have new and very attractive colours.

Inside, the bodies have greatly increased leg room and greater comfort. All the body fittings, regulators, remote door controls and locks have been improved in appearance and given a luxurious touch. The cars are low with no sacrifice of road clearance, and the lines are continuous and pleasing, with no break in the line from radiator to tail light. They have a rich, substantial beauty and good taste throughout. With real beauty, every convenience and comfort feature that can be desired, plus performance that will match many much higher priced cars, they offer exceptional value.

Chevrolet competitive position by comparison is unquestionably stronger than ever. Only the best resources of General Motors and the mammoth Chevrolet manufacturing facilities could make possible so dependable, so modern a car at such low prices. The many manufacturing advantages of the Chevrolet Motor Company that are absolutely unique in the low price car field are fully realized in the new models. The savings made as a result of these unique advantages is passed on to the public, offering the greatest dollar for dollar value in the history of the motor car industry, and providing a car with a lower passenger mile cost than any other car in the world—regardless of size or price.

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STRICT RECORDS AND CHECKS.



These photos show how strict supervising officials of the American Automobile Association are in checking test cars with actual specifications. Here they are shown checking Studebaker measurements before the recent tests at Atlantic City. At upper left, piston size is measured; lower left, compression; right, gear ratio.

South Bend, Ind., Feb. 24.—Automobiles are turning around a wide speedway at more than a mile a minute.

Lap after lap, hour after hour, day and night, they go practically at the same speed, with only an occasional stop for more oil and fuel and perhaps a change of drivers.

In the judges' stand, a sensitive chronometer clicks off the time as each machine passes by, officials record it and swing their heads sharply as they watch the car on the track. Officials of the American Automobile Association crowd the little room, to see that all records are accurate. Engineers, below, watch expectantly.

This is the way the recent test of Studebaker automobiles was made at the Atlantic City Speedway. Others, La Salle, Auburn, Stutz, for example, have made similar speed tests, all with the same idea in mind—to establish the extent of punishment their products can withstand.

Going a distance equal to encircling the earth for 10 consecutive days and nights, as the Studebakers did recently, is perhaps the most gruelling test to which engineers could put their products.

Checked Up at End.

At the end, the cars tell the stories of their short lives in terms of convincing measurements. The engineers go over every part, studying the effect of the test on the gears, on the pistons, the valves, the cylinders, the crankshafts and in fact every moving part in the automobile.

To make these tests "official," to get the recognition of the American Automobile Association and to convince the motoring public that the test is really a test of standard automobiles, strict checks and measurements are made even before the cars go on the track.

Representatives of the A. A. A. do this. They strip the car of its parts and measure every detail to see that all conform with the official specifications of factory-made cars. They take the test cars to an independent garage and check them there with similar models taken from a dealer's stock.

The bore and stroke are measured, gear teeth on the rear transmission are counted to determine the gear ratio, the engine compression is tested, the sizes of

valves and pistons are closely checked. Thus there is no doubt that stock cars, the kind you buy from dealers, are put through the severe tests of speed and endurance.

Close check on performance is made while the cars swing around the track. A sensitive recording machine is in the judges' stand, clicking off the time within a hundredth of a second that a test car passes by. This time recorder is examined and certified by the United States Bureau of Standards, to be accurate within one-tenth of a second in 24 hours.

Worn Parts Are Studied.

At the finish, the engineers took hold of the test cars. Even today they are scrutinizing each part under microscope. They are putting the used parts under various metallurgical tests, and they're determining the amount of wear due to the mileages and speeds undergone.

The discoveries of the engineers will result in improvement of wearing parts, so that the stock automobile of the future may withstand a greater strain of speed and endurance than it does today.

THE STAMINA OF A CAR.

Story of Brutality Test.

FASTEST CLIMB OF DASHWOOD HILL.

[By the Hon. Maynard Greyville.]

This is the story of a three-litre Bentley.

I make no apology for using this space to discuss my own car, as it is the only one every detail of whose history I know with certainty since the day that it first came out of the factory, but before I do so I think it is necessary to explain the philosophy of motoring.

First of all, if my car wants looking after I sell it, so it is no use grumbling to me about ill-treatment; stupid treatment yes, but not ill-treatment. After all, cars were made for men, not men for cars, a fact which many of our manufacturers seem to ignore.

Now as to the car. It was delivered in September, 1924, a perfectly standard "speed model," and since then it has done just over 51,000 miles. In this distance it has only been de-carbonised once, that is 26,000 miles back, and then it was brought up to 1926 specification, by the fitting of high-compression pistons, a new cam shaft with different cam profiles, radiator stone guard, &c. Since then it has not been touched; even the same K.L.G. plugs are in the engine, and nothing has been done except for occasional lubrication.

The three-litre Bentley engine is a four-cylinder, 80 by 149 mm. bore and stroke, with four overhead valves per cylinder and two plugs in each cylinder. There are two magnetos and two carburetors, a four-speed gearbox, invert

ed cone clutch, spiral bevel final drive, four wheel brakes, and half elliptic springs, all round with Harford shock absorbers.

Chiselling off the Mud.

A few days ago I got the car out of the garage and after scraping some of the mud off with a chisel, found that the cellulose looked quite good underneath. I was thinking then that she seemed to be just about as dirty inside as out, and it was about time she went into dock for overhaul, a thing I hate, as the men who made her don't understand her nearly as well as I do, and it would probably take me about six months to get her back to her old sweet self. Incidentally I may say that the battery, like all batteries I know, has long since failed to keep pace with the rest of the car, and is now sufficient when fully charged to light one side lamp and the tail lamp for parking purposes, while the head lamps will not even glow until the engine is going fast enough to light them off the dynamo. Of course, the starter will not work under these conditions, but I like the handle if I remember to retard fully the ignition, as she will still kick one nonchalantly through the garage roof if this is omitted. The pulling qualities of the car are not in any way impaired, however, as these figures will show. On second gear 10 to 20 m.p.h. occupied 4 3-5 sec.; 10 to 30, 7 sec.; 10 to 40, 12 sec.; and 10 to 50, 15 3-5 sec. In third I reached 60 from 10 m.p.h. in 28 sec., and on top 60 m.p.h. from 10 required 36 sec. From a standing start I reached 70 m.p.h. in third in 36 3-5 sec.

All-Out on Bottom Gear.

I then had a brutality test. I did a mile on bottom gear all-out in 1 min. 36 sec. from a standing start, which represents a speed of 37.54 m.p.h. The engine did not boll, and when I switched her off at the end there was no sign of pre-ignition. The brakes pulled me up from 40 m.p.h. in under 100 feet.

TYRE REPAIR KITS.

SHOULD ALWAYS BE CARRIED.

Most motorists are wise enough to always carry in their tool kits a puncture repairing outfit, but as this is usually called into use only at infrequent intervals, the contents of the outfit are apt to be neglected. Puncture patches should be wrapped in paper to prevent them being damaged, and rubber bands should be placed round the tin of solution, tin of chalk, and so on, to prevent the containers rattling.

To help the engine in cold weather adjust the carburetor intake connexion so that only hot air is used in the fuel mixture.

When I reached Dashwood, I stopped to put another piece of string round the hood to make sure it would not blow off, and proceeded to go up the new long section from a standing start in 1 min. 12 4-5 sec., which is about 16 seconds faster than I have ever climbed it before. The hill could be topped on third gear at about 68 m.p.h., though as the "Autovac" was drying up, probably owing to dirt, I had to take my foot off slightly about 100 yards from the top. The old steep portion was climbed in 27 3-5 sec., and the one-in-ten portion at a steady 52 miles per hour on second.

From my former remarks it may be gathered that the hood is not all that might be desired, and I am informed by those who have the misfortune to travel in the back seats that they certainly want reskuffing. The spring of the three litre Bentley is always harsh under thirty miles an hour, but it makes up for that later, as it is extremely good at high speeds and improving with age.

On second thoughts I think the car is going too well, and I shall not put her into dock yet.

212 MILES PER GALLON.

An independent petrol consumption test recently conducted in Australia by Mr. I. Oakley, Editor of *Motor Cycling and Bicycling*, produced astonishing and truly wonderful results. A brand new Triumph Model "W de Luxe" motor cycle, 277 c.c. capacity, was selected by Mr. Oakley from the Melbourne distributor's stock, and without any special preparation

was put through the test. Personally measuring a quart of spirit—ordinary petrol was used—Mr. Oakley poured this into an auxiliary tank fitted with a large carburettor jet, No. 28. Under the supervision of motor cycle pressmen and others, the Triumph Model "W" went 53 miles on that quart, equivalent to 212 miles per gallon, a phenomenal mileage, which has never been approached in Australia before.

NEW INSURANCE BILL.

New York, Mar. 1.—A new bill introduced in the New York state legislature has not with the approval of the New York State Automobile Association, which has nearly 100,000 members. The bill, introduced by Senator G. B. Pearson and Assemblyman H. M. Stone, would have motorists compensate persons they injure or pay for property damaged through

negligent driving or carelessness. This bill, it is argued, would cause many who have no insurance to take it out. However, the law would not require any one to carry it and therefore is not compulsory.

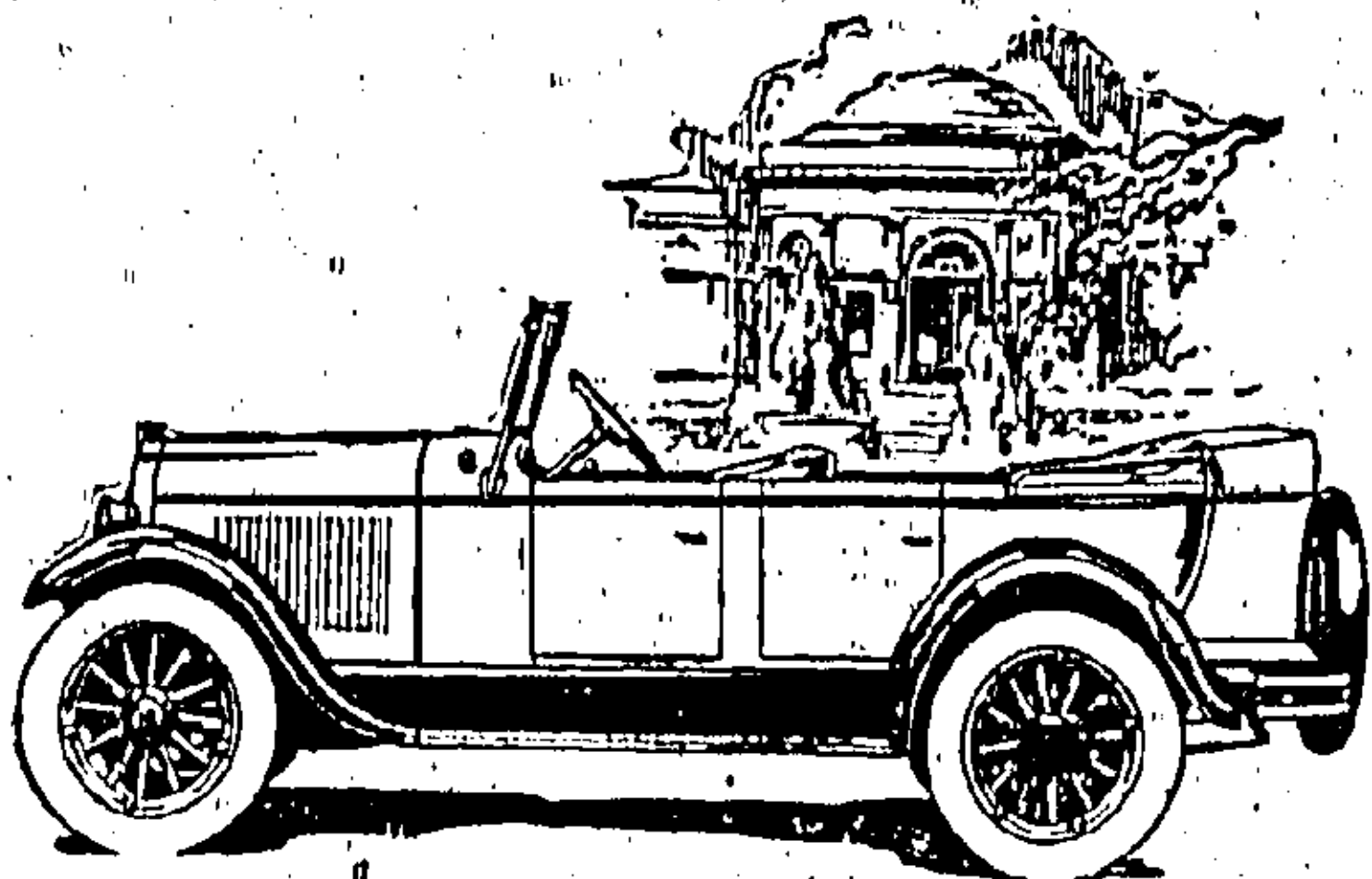
MANY OFFENDERS.

One day's total of traffic violations in New York City was 1900. It took seven magistrates to handle these cases.

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AIR LEAKS PROBLEM.

IMPROPER MIXTURE RESULTS
IN IGNITION MISSING.

Closely akin to backfiring is the problem of air leaks, which upset the operation of the engine. Air leaks in the mixture pipe and manifolds and passages to the valve ports upset the mixture and cause noise, and the same may be said about leaks in the joining of the cylinder head, but in that case the blow-out affects the power of the engine in two ways. It releases some of the expanding gases which drive down the piston, and it also allows air to enter on the suction stroke, upsetting the mixture balance of the engine and causing erratic running, with misfiring on one or more cylinders. Air leaks in the induction system make for erratic running, and much loss of power, and the symptoms are often wrongly attributed to carburetor misadjustment. Generally, air leaks there are accompanied by a slight hissing noise, who may be detected if the ear is put near the induction joints.

The joints of the induction manifold can be remade with well-varnished washers, using gold size. The thinner the washer the better the joint; but the faces must be quite flat and must not have been distorted by trying to open the joint with a cold chisel or screw-driver or other pointed or chisel-shaped tool.

Repair Blow-Outs.

Blow-outs in the induction manifold will necessitate new copper and asbestos washers in the cases where there are four circular ports or a flat asbestos and copper washer manufactured to shape and supplied by the car makers, in cases where the ports are of rectangular shape and one washer is combined for all four (or three) outlet ports.

When making a joint between the carburetor outlet flange and the flange on the uptake pipe (in the case of vertical carburetors), or the face on the engine block (in the case of horizontal carburetors) the joint is made to advantage with a simple soft copper washer, as it is advisable to allow the heat flow from the pipe or the cylinders to pass to the carburetor outlet. Copper washers are best when they are soft, so that they can be bed down in close contact with the flanges to exclude the possibility of air inflow, which would upset the mixture. If the washers are hard they can be softened by heating to a red heat by laying them on the top of a flat piece of red-hot iron and then suddenly quenching in cold water after they have themselves reached the red-hot state. Blow-outs in the exhaust piping should be immediately attended to, especially in the case of closed cars, or danger of partial suffocation may arise. They are easily detected by the extra sharp exhaust noises, almost like cracking explosions. The exhaust pipe should be taken down and new copper and asbestos washers fitted and the bolts in the flanges well tightened again with lock nuts. Spring washers are not much use under the nuts of exhaust flanges. The heat soon robs them of their spring and the joint becomes loose.

Merits are Reported.

Where engine, clutch and gearbox are in one unit, the following are said to be merits: (1) All risk of faulty alignment is banished, and numbers of gearboxes have given trouble because of this error. Even though efficient universal joints have been produced, the careful aligning of the gearbox is

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

UNRELIABLE HEADLIGHTS.

The following suggestions relate to the prevention of such annoying and dangerous happenings as one or both headlights going out, either permanently or intermittently, or one or both of them burning so dimly as to be of no use. Broken, uncertain or imperfect connections are the most common cause of headlights that fail to burn, burn spasmodically, or don't burn up to normal brilliancy. Points at which there may be poor contacts, that put out all lights may be: At the starter-switch (where the lighting circuit usually originates), at the ammeter, the circuit-breaker or main-fuse (whichever is used) and at the lighting switch. Imperfect connections, affecting headlights only, may be at the branch-block, the lighting-switch, the connector or an individual lamp, the socket of a lamp or the grounding of a lamp to the frame of the car. There is also the possibility of a broken conductor, a blown fuse or dirt between the circuit-breaker contacts. Bulbs may have been burned out by some abnormal rise in voltage or other cause. Cleaning and tightening of all contacts, testing fuses for tightness in their clips and inspection of wiring for possible breaks are advisable as precautionary measures. A lamp which burns dimly, even with a fresh bulb, probably has an imperfect ground connection and needs to have the metal at its point of support cleaned and the clamping device retightened. A short-circuit to ground, anywhere in a lighting circuit, caused by the wearing through of insulation against metal connected with the car frame, may have blown a fuse. The location of the trouble can be found by disconnecting all lamp circuits and re-connecting them, one by one, until the particular circuit is found which blows a fuse or operates the circuit-breaker. Carefully inspecting this circuit will usually reveal the "short," which can be temporarily repaired by taping the defective insulation. A complete set of bulbs and a liberal supply of spare fuses should always be carried and the lamp-fronts should always be kept so that they can be detached readily, for replacing bulbs. Bulbs which have blackened should be replaced before they actually burn out, for blackening is an indication of approaching failure. Sometimes, especially on well lighted streets, one headlight may go out without its being noticed. There are headlight reflecting prisms obtainable, which can be attached to the upper edges

absolutely an essential point.

(2) No universal joints (which in many cases wear out quickly or become very noisy) are necessary in front of the gearbox. (3) In most cases the gearbox is more accessible, because in separate arrangements this component is often placed under the cab and is difficult to get at when replenishing with oil or making any repair, and when it becomes necessary to remove the gearbox from chassis. (4) The unit system is more compact, and the fact that it is much nearer the engine relieves the strain that is taken by the clutch shaft in a separated gearbox.

With the unit system comes the central gear change, which is in closer contact with the gearbox and selector rods, and consequently relieves a certain amount of strain on the gear level. With the gear change becoming temporarily out of alignment when the chassis is going over uneven surfaces is

of lamp fronts and which give visual indication to the operator of headlamp failure. It goes without saying that headlights will not burn brightly, on an exhausted battery, unless the engine is running and it is also to be remembered that if connections are defective between the generator and the battery, bulbs are likely to flare up and burn out when the engine is speeded up.

Hydraulic Brake Liquid.

Question:—I have been using castor oil as the liquid in the four-wheel hydraulic braking system of my car and find that the brakes do not release quickly enough. If I wash it out with kerosene and refill it with standard brake liquid, will it work normally? Please give directions for so doing.

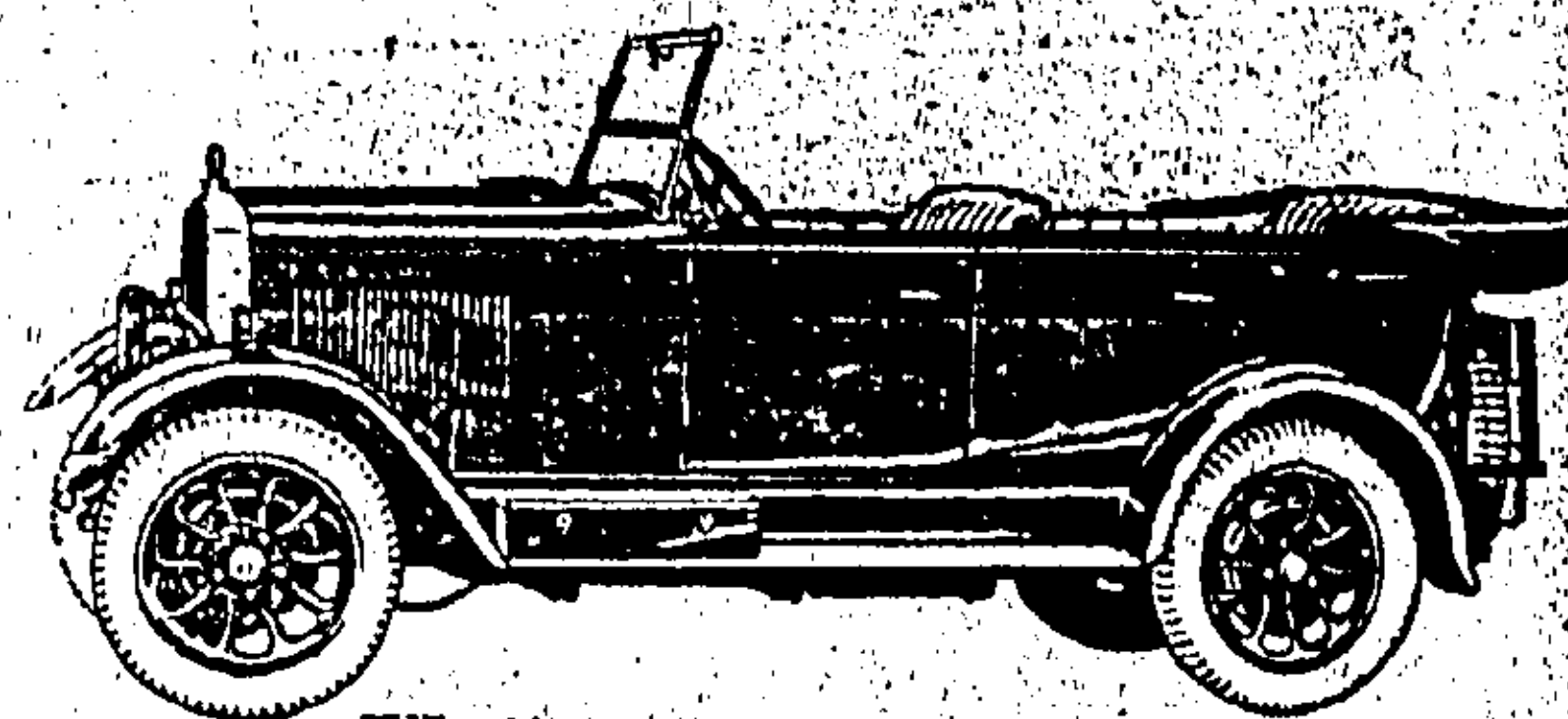
Answer:—It should work all right, even in cold weather, when filled with standard liquid recommended for use in washing out the system, not gasoline or kerosene. The wheel cylinders can be emptied of castor oil, by means of the bleeder tube and bleeder connections, that are furnished with the brake equipment and the master cylinders can be drained by disconnecting the compression coupling at its outlet connection and operating the pedal. The reserve tank can be emptied by taking off the top and sucking out the liquid with an oil-gun. The car should have stood in a warm place for some time before the draining operation is carried out.

Crank Pins Out of Round.

Question:—The crankshaft of my Ford engine has got into such a condition that I am unable to keep the connecting-rods from loosening up and knocking. Would it be advisable to replace the regular connecting-rod bolts with automatic spring take-up bolts, such as are advertised for use under the above circumstances?

Answer:—We presume from what you say, that the crank-pins are somewhat out of round and that possibly the shaft itself is slightly sprung. If this is the case, the thorough thing to do is, of course, to remove the shaft and have the pins ground true and the shaft aligned. However, as a somewhat makeshift repair, we should not hesitate to install these self-adjusting spring connecting-rod bolts and see if they overcome the trouble satisfactorily. You had better have the connecting rods themselves aligned, at the same time, if there is any suspicion that they need it.

Buy power and economy
—not rated horse-power.

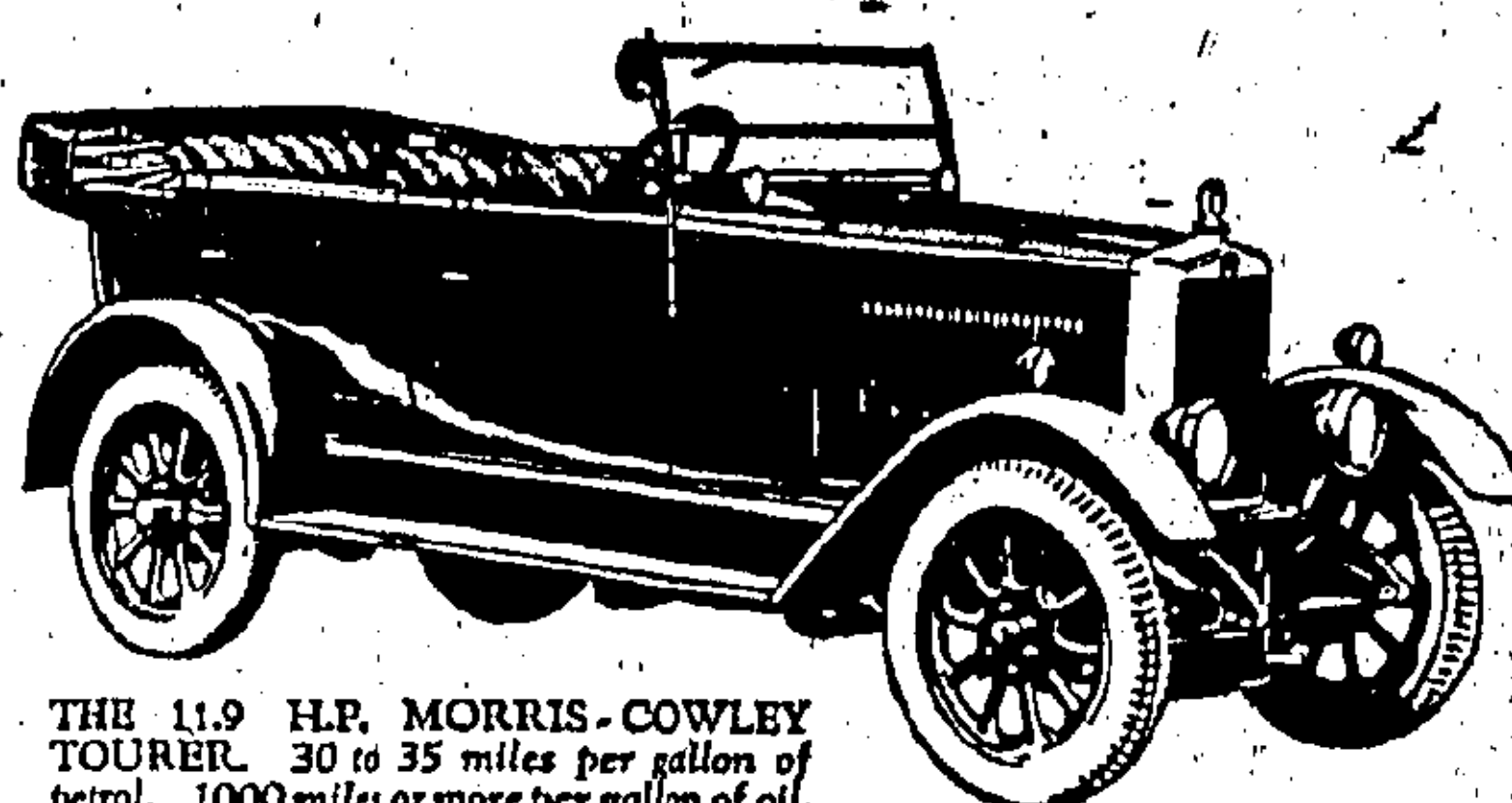


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TOURER. 25 to 30 miles per gallon of petrol.
1000 miles or more per gallon of oil.

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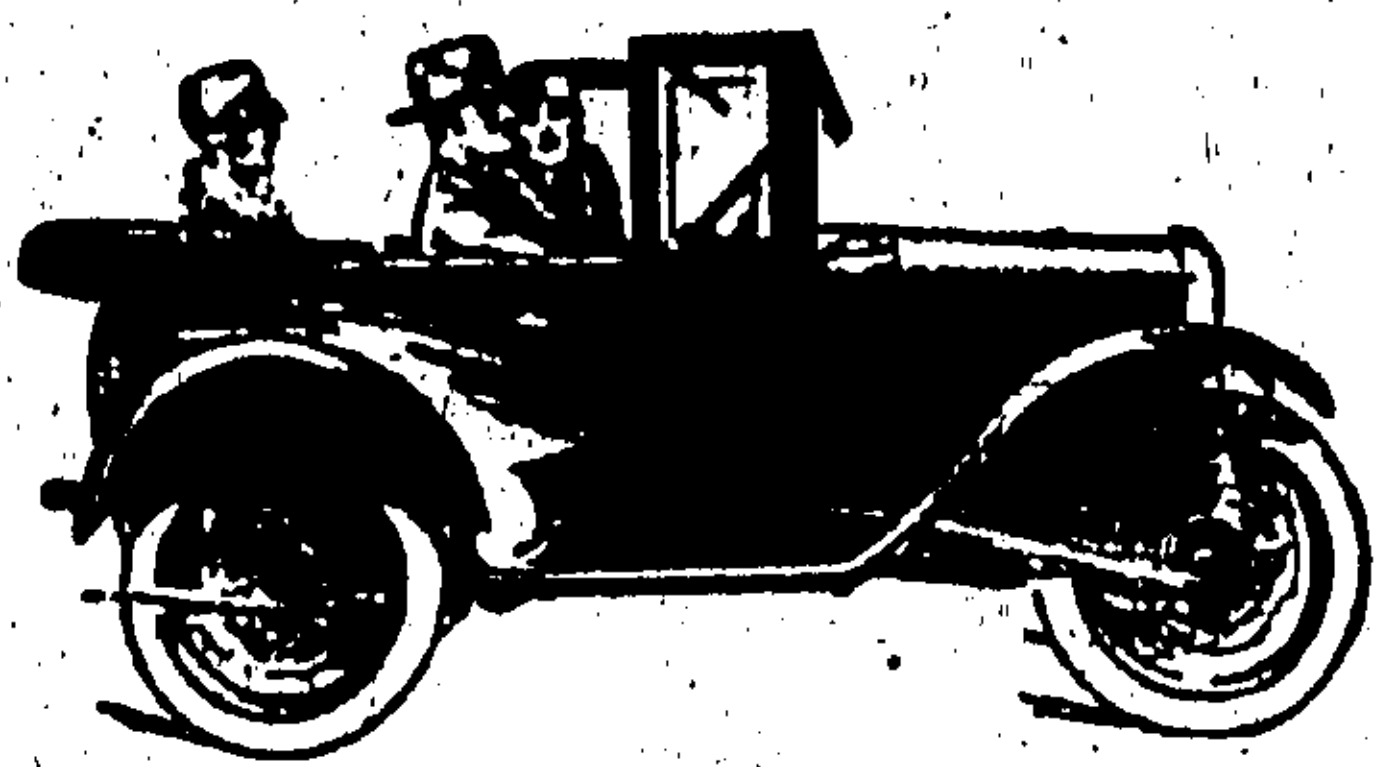
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Vernon Engle, 16-year-old boy of Elk Point, S. D., wanted an automobile. He's one of a family of 11, so dad couldn't afford such a luxury. But here it is. Vernon made it himself—out of the parts of his mother's washing machine.



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STOCKS CARRIED

MOTOR BOATS FOR THE DUTCH NAVY.

The Dutch Government is the latest foreign government to acquire coastal motor boats, for naval service, of the type invented and developed by John I. Thornycroft and Co., Limited, during the Great War, which gave such excellent service as patrol boats, &c.

The two boats recently supplied are each 55 ft. long, and each is equipped with two Thornycroft 12-cylinder engines developing 750 h.p. giving a speed of approximately 40 knots when fully equipped with two 18-in. torpedoes, 4 Lewis guns, 2 depth charges and full wireless equipment.

REDUCING VIBRATION.

The Growing Use of Rubber.

An interesting article appeared in the Financial News recently on the question of Rubber and Vibration. It was pointed out that in recent years many new uses have been found for rubber in automobile production, and there are good reasons for believing that the applications of this material will be developed still farther. In the days of low speed engines and rough roads, most of the shocks experienced by motorists resulted from road obstacles, and even then the most effective shock absorber was a rubber product—the pneumatic tyre. With the increase in engine speeds and the improvement in roads there has been a shifting of the relative importance of sources of vibration, and to-day various unpleasant forms of roughness and noise have their origin in the engine. In the four-cylinder type we have the unbalanced secondary force, and in engines with more than four cylinders we often have torsional vibration at certain critical speeds. The occupants of the car know of the existence of these vibrations only through their transmission to the chassis and thence to the body, and, if such transmission can be prevented, the actual engine vibration becomes much less objectionable.

It is for this reason that rubber cushions are now widely used for engine supports, rubber or rubberised fabric spring connections are coming into use, rubber centres are inserted in clutches to prevent the transmission of irregularities in crankshaft torque, and rubber cushions are placed in the propeller shaft connexion to prevent the transmission to irregularities in the torque impressed on that part. Even the steering gear is now in some cases provided with a flexible member of rubber or rubberised fabric to protect the hands and arms of the driver against road shock.

NEW FUEL APPROVED.

Ordinary gasoline mixed with 20 to 30 per cent. of anhydrous alcohol has been approved by the American Chemical Society as a superior motor fuel. Cars using it operated smoothly, had an easy pickup and were free from knocks.

ABOUT GASOLINE.

Ideas of American Professor.

(By Israel Klela.)

The kind of gasoline you buy should depend on the type of motor you have under the hood.

This idea is brought out, in a rather indirect way, by Dr. George Granger Brown, professor of chemical engineering at the University of Michigan and director of research for the National Gasoline Association of America. His address, which was given before the Society of Automotive Engineers, is printed in two recent issues of the National Petroleum News.

Dr. Brown reviews the relationship of the gasoline and automotive industries, and divides this into three periods.

Up to 1916, says Dr. Brown, gasoline was merely a by-product of the petroleum industry, and represented that part of the crude oil that was too volatile for kerosene, which was more sorely needed. But it was fine for automotive engines.

During the war, the next period, gasoline came into so great a demand for the fighting forces that it became the major petroleum product and its volatility declined. The result was that automotive engineers had to design lower compression motors to accommodate the low volatility fuel.

Since 1922, however, anti-knock fuel has come along, and motors have been redesigned for its use.

Here comes the difficulty, however. Before this better fuel came in, motors had been designed to make the best of the poor war-time gasoline. The main tendency was to pre-heat the mixture with the exhaust gases.

And it's still being done. Therefore, it is important that motors with heated intake manifolds be fed the inferior kind of gasoline, rather than the anti-knock or highly volatile variety.

Dr. Brown explains it this way: "After the motor has become warmed up it is possible to apply sufficient exhaust heat to the intake manifold so that satisfactory motor performance may be obtained when using fuels that are considerably less volatile than the minimum specified by the U. S. motor fuel specifications."

From this viewpoint, at least, poor fuel is good fuel for the heated type of motor.

But gasoline refiners now are providing a much better fuel, even outside the realm of the anti-knock and "premium" gasolines. These are fuels of "partial volatility."

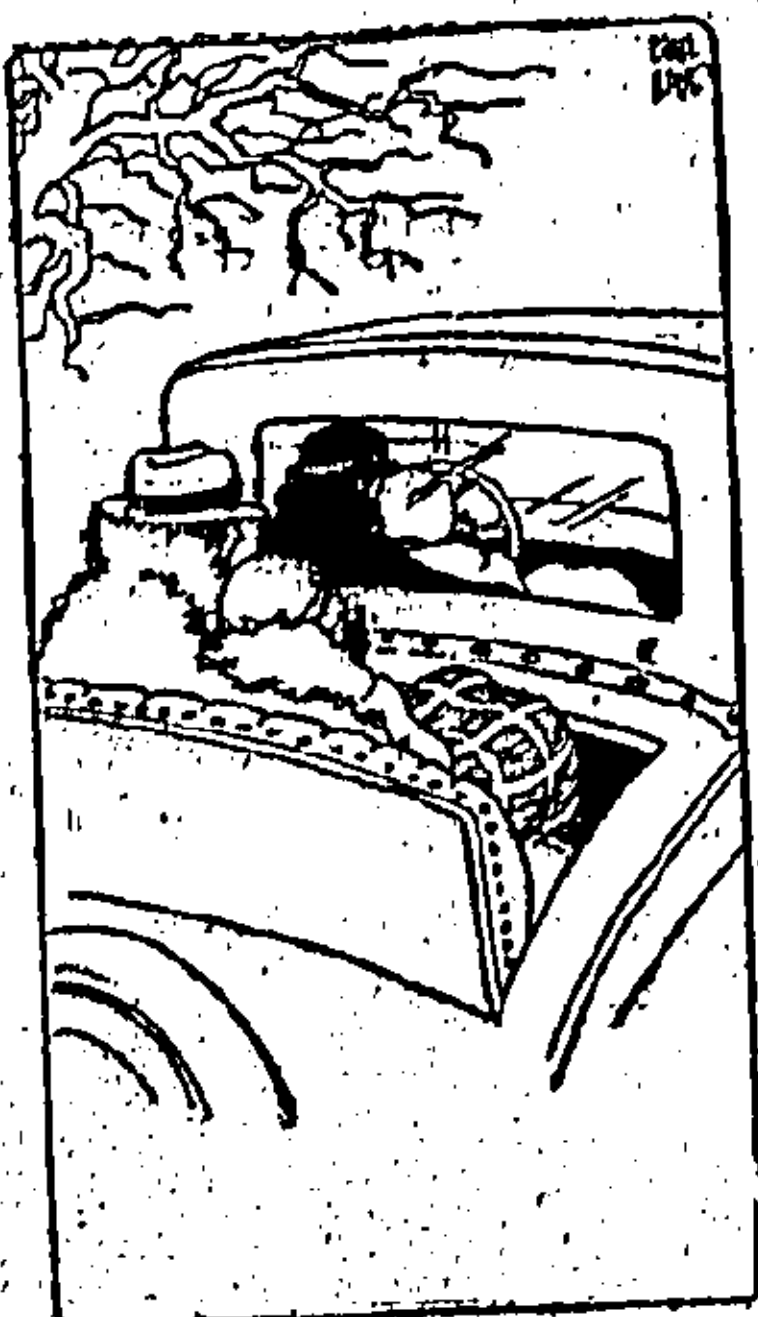
Used in connexion with heated-manifold motors, this fuel would be found too volatile and would even become gaseous before leaving the carburetor. The result would be so lean a mixture that it would not burn in the cylinders and would cause the engine to miss explosions.

Heating the manifold increases the tendency of the engine to knock, if a fuel of partial volatility is used.

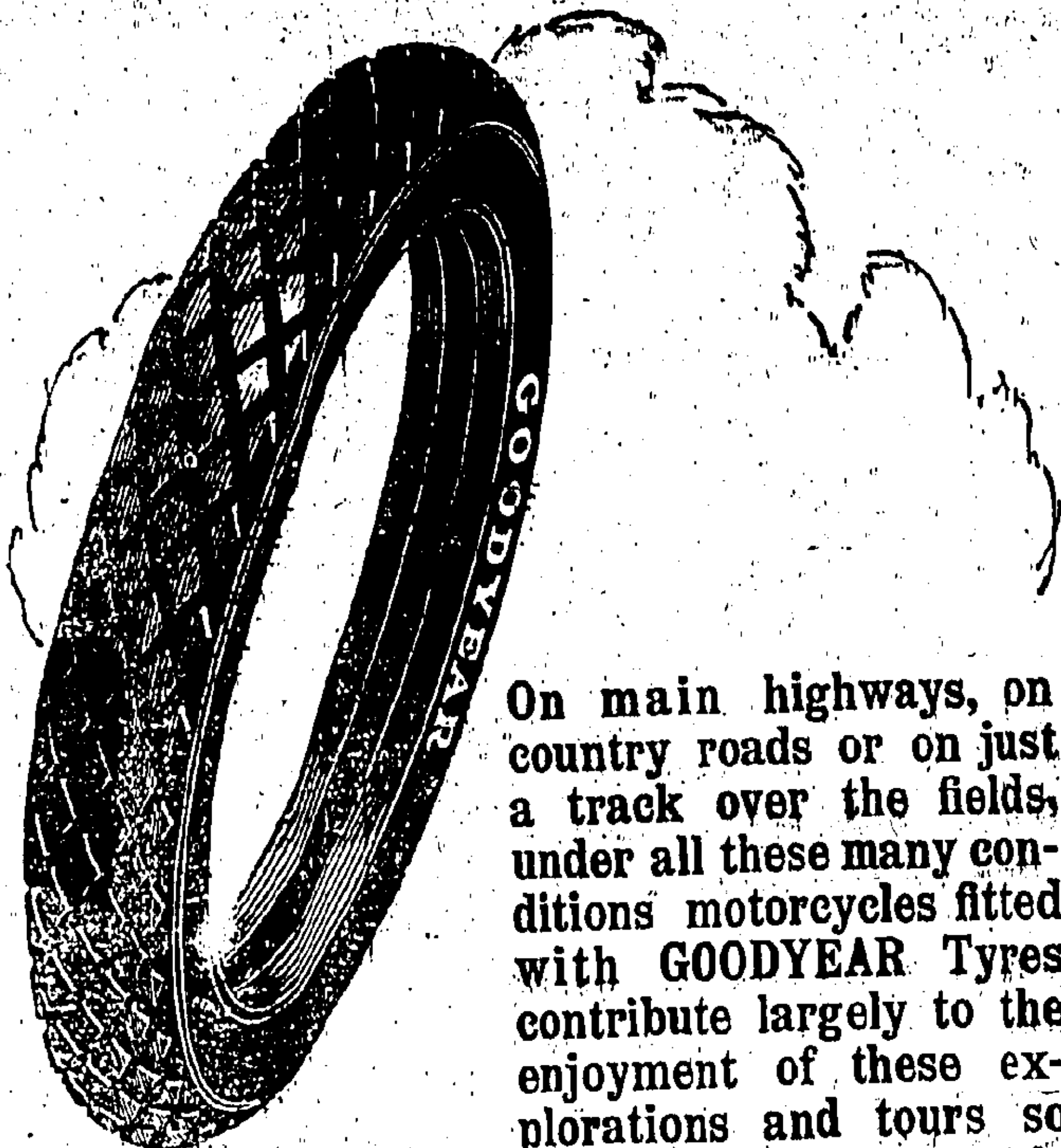
At the same time super-heating of a mixture as it passes through the manifold, says Brown, causes a loss in power and an increase in fuel consumption, especially at part-open throttle.

With the better grade of fuel on the market, therefore, auto manufacturers will not be obliged to provide for pre-heating the manifold—even for cold weather starting.

Meanwhile, however, those owners whose cars are so equipped should better stick to the poorer grade of fuel to get the most out of their motors.

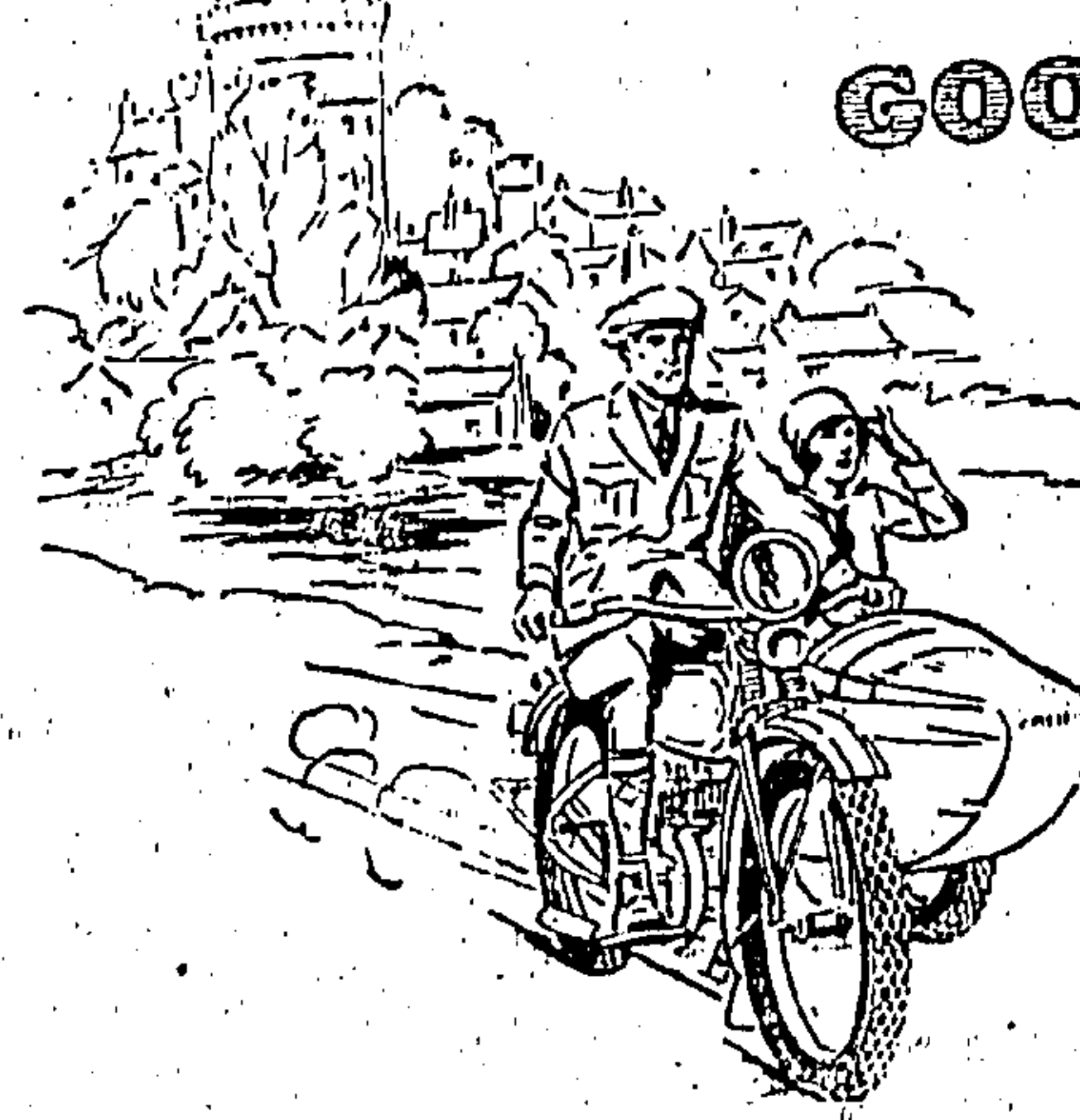


These days the right hand does not have to wonder so much what the left hand is doing. The chances are it is trying to keep the car on the road.



On main highways, on country roads or on just a track over the fields, under all these many conditions motorcycles fitted with GOODYEAR Tyres contribute largely to the enjoyment of these explorations and tours so usual to the motorcycle enthusiast.

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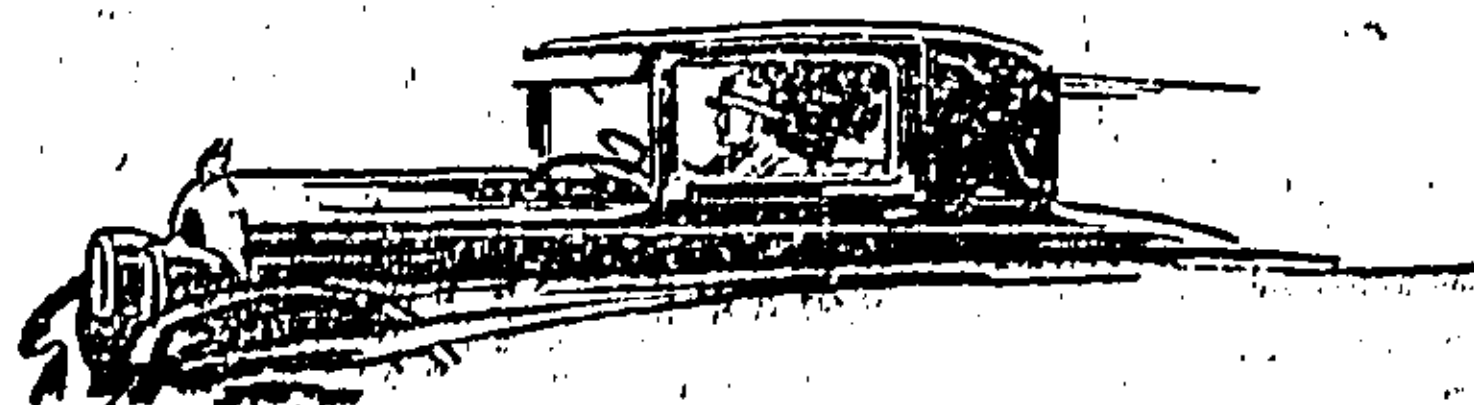
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Let the New Chrysler "52" be your measure of value in this price field. Inspect carefully its body features. Then test its performance by actual riding and driving. You, too, will then choose the New Chrysler "52."



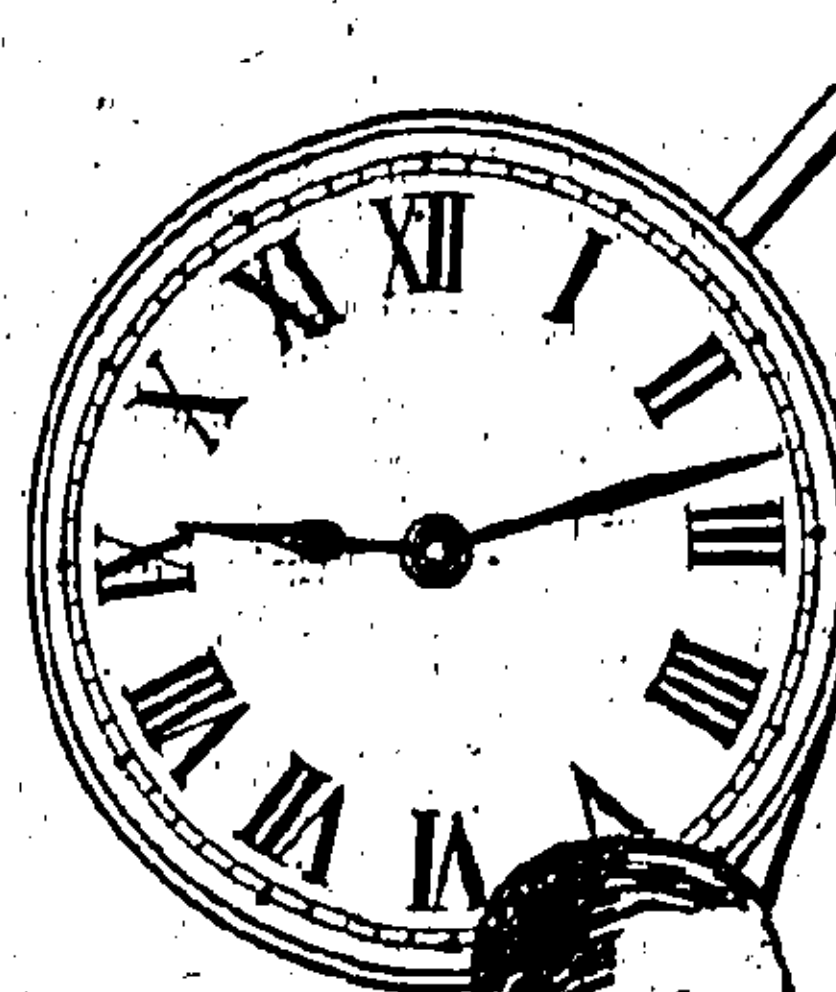
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Some say one time.
Some say another.
BUT
ANYTIME
is the time
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CAPSTAN



Sold
Everywhere

The Very Idea!

A story is going the rounds of a man who had a fish-tank divided into two sections by a glass partition. In one side he put a lively bass, in the other a number of minnows.

Every time a minnow came up to the glass partition the bass made a strike. Then, with a bruised head, the bass got discouraged and waited patiently each day for the food dropped in from above.

The man took out the partition. The minnows swam around the bass and were not touched. The bass was thoroughly sold on the idea that business was bad.

There is in existence in England a phonograph record of Cesar Franck's symphony which carries the symphony through its various movements, to work up to an overwhelming climax—at which moment the music stops short and a woman's voice inquires tensely: "Tell me, my dear, where do you buy your stockings?" The record was being made during a public performance of the symphony, and by an acoustic freak the woman's voice, probably inaudible to any one more than a few inches from the speaker, was reproduced perfectly. This record is now known as the "Stocking Symphony."

Solicitor: Where did he get hold of you?

Witness: On the veranda. And he pulled my leg.

Solicitor (aside): No joking, though.

Magistrate: Where are you living?

Defendant: Nowhere just now.

Magistrate: Yes, you are—His Majesty's prison. Isn't that some-where?

Defendant: It's no home, any-way.

Witness (a foreigner): I swear to tell the truth, the whole truth, and not nothing but the truth.

Solicitor: What are you, witness?

Witness: A witness.

Solicitor: But have you any occupation?

Witness: Sometimes—now and again.

I never saw a purple cow.

I never want to see one;

But I can tell you, anyhow;

I'd rather see than be one.

Ballie Shaw, replying to the toast of the City of Edinburgh recently, said he was reminded of the story of the Glasgow man who visited Edinburgh for the first time.

When he emerged from the Waverley Station he exclaimed, "So, this is Princes Street."

"Yes," replied his friend, "isn't it wonderful?"

"It's a right," was the reply, "but where's the other side?"

A Tyrolean girl, who refused to have her hair bobbed despite the fact that all of her friends had cut their hair, was saved from death by her tresses recently.

The girl was riding a bicycle across a railway crossing. An express train was approaching, but the girl did not have time to check herself before she got into its path. Luckily her hair caught in the bar of the gate which the gate-keeper was lowering and she was jerked back just as the train passed. Her bicycle was smashed to bits.

A referee was sent to officiate at an important match in an industrial town.

Arriving too early for the game, he accidentally met the captain of the home eleven, who introduced his brother.

"Hello," he said significantly, "this is the referee. Tak' him a we walk an' show him the sights o' the town. Ye could let him see the brickwork, then have a walk along by the duck pond, an' then come home by the kirkyard!"

A low standard of living is evidence of industrial incompetence, Mr. Churchill.

My diocese is far too big to allow me to do the star turns in the circus.—The Bishop of Derby.

Young Cornish people are trying to lose their Cornish by using ugly Cockney English.—Mr. Morton Nance.

There are all kinds of boxing, but that which appeals to me is the boxing by men who have to keep themselves fit in their spare time.—The Prince of Wales.

A vat containing 2,000 cubic metres of gas by-products, blew up recently in the Boulevard Macdonald, at La Villette, one of the Paris workmen's quarters. The explosion took place at 8.30 a.m. when a gang of workmen were being relieved, and seven of them were injured. Fire followed the explosion and for some minutes looked like spreading to the surrounding vats. The fire brigade succeeded in averting what might have been a gigantic catastrophe.

KOWLOON AFFAIRS DISCUSSED.**LATEST K. R. A. COMMITTEE MEETING.****NEW SCHOOL WANTED.**

The monthly General Committee meeting of the Kowloon Residents' Association was held on Wednesday evening at St. Andrew's Church Hall.

The minutes of the previous meeting having been read and confirmed, a report with regard to electric wiring of residences in Kowloon was considered at length. The Honorary Secretary reported that he had personally interviewed the manager of the China Light and Power Co., and had been again assured that the change over of voltage would be instituted with no expense to the consumer.

The report of the sub-committee appointed in connection with the extension of the Dairy Farm premises was read and adopted. It was decided to request that a separate counter be provided for supplying provisions to Customer's servants, with a one way passage clearly marked "In" and "Out," thus avoiding complaints that late comers are frequently served first. It was further decided to request that notices prohibiting smoking be exhibited.

Children's Playgrounds.

A report of the Playgrounds Sub-Committee, together with a letter from a member submitting a scheme for the conversion of a sunken site in Nathan Road into a playground, were read.

After considerable discussion it was decided to ascertain from Government what areas south of Prince Edward Road are being retained for the use of children; the Nathan Road scheme was considered to be impracticable in view of the expense entailed in acquiring the site.

Bathing Beaches.

Mr. Manners submitted the report of the Bathing beaches sub-committee, strongly recommending the adoption of a site in Kowloon Bay as a public beach.

It was decided to obtain a declaration of policy with regard to the provision of bathing beaches from the Government before taking any further steps.

General Matters.

General correspondence was then dealt with. In connexion with a letter regarding funerals from Kowloon, it was stated by Mr. Noronha that a hearse had been presented by the Club Lusitano, which would be at the disposal of the general public. The Committee expressed their appreciation of the public spirit prompting this offer; it was decided to request the Government to arrange for the provision of a launch to convey bodies across the harbour at a nominal fee, thus obviating the present exorbitant charges of launch owners who are only prevailed upon with difficulty to perform this service.

The Hon. Secretary reported that the additional bus stopping place, between Granville and Kimberley Roads, had been approved by the Captain Superintendent of Police, and a letter of thanks from a member on behalf of residents of these roads was read. Correspondence with the Head of the Sanitary Department with regard to the Roman Catholic Cemetery, the General Officer Commanding with regard to the Fuel and Forage Shed, and the Colonial Secretary with regard to the demolition of trees in Nathan Road was also dealt with.

Central British School.

The inadequate accommodation at the present school, and the urgent need for the provision of a new school were discussed at considerable length.

During the past month, eleven new members joined the Association. Old members are reminded that subscriptions for 1928 are now due and should be sent to Mr. E. Abraham, c/o Tester and Abraham, Exchange Building, Hongkong.

MR. A. W. HILL DIES AT HOME.**FORMER HEAD BAILIFF OF SUPREME COURT.**

We regret to record the death of Mr. A. W. Hill, former Head Bailiff of the Supreme Court, who retired from that position and went home on pension on June 11th, last year. Mr. Hill was not enjoying good health when he left the Colony, but the news of his death, which occurred on March 16th at Southsea, came as a shock to his colleagues.

Mr. Hill joined the Royal Marine Light Infantry in his youth and later obtained a transfer to the Hongkong Police Force, arriving in the Colony in 1900, together with Mr. J. Willsie, the present head-bailiff, and 33 others, nicknamed the "40 Thieves." Mr. Hill was appointed Lane's Sergeant in 1903, clerk and usher of the Supreme Court in 1904, second bailiff in 1912 and Head Bailiff on September 26, 1916. He held that appointment until his retirement.

Mr. Hill was a Mason and belonged to the Naval and Military (843), of which he was a founder of the Chapter; he was Secretary of the District Grand Lodge, Scottish Constitution, and was also a member of the United Services Chapter, English Constitution (1341).

He married the sister of Mr. F. Howell, the former Head Bailiff, with whom much sympathy will be felt.

CROYDON TO MARSEILLES IN 8 HOURS.**A NEW NIGHT AIR SERVICE.**

An air service by night between London and Marseilles via Paris and Lyons will probably come into operation next June, and will enable mails or passengers leaving Croydon at 9 p.m. and landing at Le Bourget at 11.30, to take the air again at midnight, and reach Marseilles between 5 and 6 in the morning.

The reason why it has been impossible to establish this night service sooner is that at present the route is only marked by beacons between London and Paris. The necessary credits for extending this line of beacons should have been voted last year, but owing to an error only came on to the estimates a year later, and have only just been agreed.

The line passes through Dijon on its way to Lyons, and although it is not absolutely straight, it has been chosen because Dijon is on the road to Switzerland, with which it is hoped later to set up night communications.

It was pointed out that the attendance at the school had increased from 40 in 1902 to 163 in 1928, and that the Kowloon Junior School had an attendance of 97 pupils and had a waiting list. The proposed wooden classroom to be erected in the playground which are reached from the main building by a flight of 50 steps, will entail the playing space to approximately 60' x 110', which is far too small for a school roll of 76 boys and 77 girls.

The Committee unanimously agreed to approach the Government and stress the urgent need for a school with adequate classroom accommodation, and suitable playing fields attached to the school.

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COLONY'S BETTER FINANCES.**COMPLETE FIGURES FOR LAST YEAR.****IMPROVED REVENUE.**

The full financial returns of the Colony for last year have now been published in the Government Gazette, and, as indicated at a recent meeting of the Legislative Council, the Colony's financial position on December 31st, last was better than had been anticipated.

Whereas it was estimated that the revenue for 1927 would amount to \$21,007,397, the actual receipts totalled \$21,344,535—which was an improvement of over \$200,000 on the year 1926.

The effect of the Government's policy of economy was strikingly shown by the fall returns of public expenditure, the sum spent being \$20,845,964 against an estimate of \$22,314,702—a saving on the estimate of \$1,468,738 and a reduction on the amount spent last year by \$2,679,661.

Turning to the revenue, there are increases shown under all heads, with the exception of Miscellaneous Receipts which is down by over \$1,600,000. Licences and Internal Revenue brought in over a million and a quarter more than last year. Court Fees were up by \$301,212, the Post Office receipts were increased by \$124,406, and the Kowloon-Canton Railway earned \$175,380 more than in 1926.

The principal decreases in expenditure took place under the following heads: Public Works (Recurrent and Extraordinary) over \$2,000,000; Kowloon-Canton Railway \$134,022; and Military Contribution was less by \$706,163. There were increases in expenditure under many heads, but the largest increases were in respect of Senior Clerical and Accountant Staff, \$152,432; Imports and Exports Office, \$181,631; and Education Department, \$181,360.

The Colony's balance of assets over liabilities at the end of the year was \$3,985,761.

NEW SILVER COINS.**ISSUED AT BANK OF ENGLAND.**

The new silver coinage was issued to the public through the Bank of England last month, and there was a steady stream of callers eager to obtain the new coins.

The new coins are so far only available to the public at all branches of the Bank. It will be some time before they are passed into general circulation.

The reverse side of the new silver presents such an unusual appearance that a Press representative put it to the test, immediately outside the Bank by tendering it for a bus fare. The conductor looked keenly at it.

"So this is one of the new ones," he said. "I never found anything wrong with the old ones except that I never had enough of them."

On the sixpence the lion and crown have disappeared, their place being taken by a spreading of oak leaves and six acorns rather disproportionate in size.

The shilling lion is more rampant with a three-pronged end to its long tail. The old florins have the words "One florin" and the date. The new have, in addition, the Latin inscription, "Fid. Def. Ind. Imp.," but little other noticeable differences.

From the reverse of the new half-crown the scroll with the familiar motto, "Honi sois qui mal y pense," surrounding the shield, and the crown surmounting it have gone. Instead there is a shield of singular shape bearing embossed emblematic lions and harp, with a small crown and intertwined, "G.S." on each side of it.

SOLDIERS IN TROUBLE.**GAOL FOR BREAKING CAFE WINDOW.**

Privates J. Ormiston and J. Grant, both of the K.O.S.B., appeared before Mr. R. E. Lindsell this morning on a charge of unlawfully and wilfully damaging a plate glass window at the Prince's Cafe, Beaconsfield Arcade, to the extent of \$20. The two soldiers were also charged with stealing three boxes of chocolates from the Cafe.

Both defendants pleaded guilty. Private Grant, it appears, had just come out of gaol, where he had been serving a term for a similar offence.

In reply to the Magistrate, the police stated that the defendants were perfectly sober, although they appeared to have had some drinks.

Mr. Lindsell (to Ormiston):—Why did you do this?

Ormiston:—I don't know.

No explanation to offer?—No, sir.

And you, Grant?—No, sir. His Worship:—For breaking the window you will each go to prison with hard labour for four weeks and pay \$10 compensation or serve an additional fourteen days. For stealing the chocolates, first defendant will have six weeks and second three months in addition. That is to say that you, Ormiston, will do 10 weeks and fourteen days in addition, unless you pay \$10, and you Grant, will do three months and four weeks and a further fourteen days unless you pay the \$10.

A destructive fire broke out at the Imperial Hotel, Ifracombe, and 15 bedrooms, a bathroom, a billiard-room, and a lounge were destroyed. The fire was discovered by a housemaid, Olive Radd, who was awakened by crackling noises. She aroused the proprietor (Mr. Leonard Parsons), who found the rear of the hotel well ablaze. Damage done is estimated at £4,000, the flames having been kept to the new wing.

HOW MUCH DO YOU KNOW?**TO-DAY'S QUESTIONS.**

The following general knowledge paper has been taken from the Daily Express.

Answers for those who need them will be found on Page 16 of this issue.

1. What body of persons in France constitute the standard authority for the correct use of the French language? What work is it about to publish?
2. Give the names of the official residences of (a) the Archbishop of Canterbury, (b) the Prime Minister, (c) the Bishop of London, (d) the Lord Mayor of London, (e) the Pope.
3. Who is chairman of the Council of the League of Nations?
4. How may a telephone subscriber on an automatic exchange in England call for the police, or fire?
5. Explain the difference in the use of the words "translate" and "construe" with reference to a language.
6. What is the hardest natural substance known?
7. With what does the science of acoustics deal?
8. What group of women guarded a sacred and ever-burning fire in ancient Rome?
9. State the chief advantage of using helium gas rather than hydrogen gas in airships.
10. Who were the Guelphs and Ghibellines?
11. What is a pleonasm?
12. What Italian statesman's name personifies unscrupulous intrigue?

AT.....

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HONGKONG & SHANGHAI PORTUGUESE FOOTBALLERS.

Above are seen the Hongkong and Shanghai Portuguese football teams. The Shanghai players have been appearing in a number of local games during the past week. (Photo: Welcome Studio).

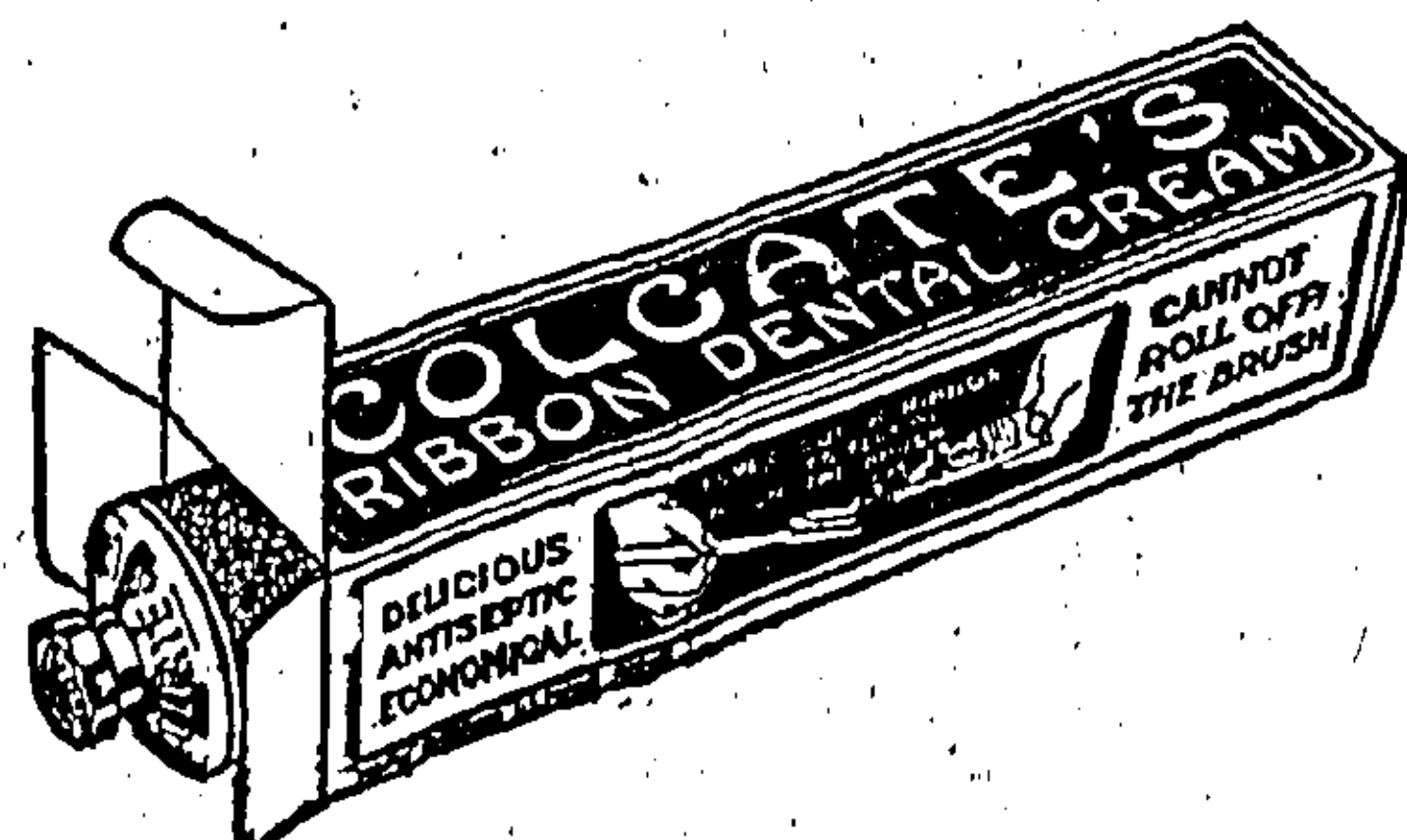
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MACAO RACES.

TIPS FOR TO-MORROW'S
MEETING.

(By "Rambler.")

The principal fixture over the week-end is the Race Meeting which takes place at Macao on Sunday afternoon. The first race is advertised to commence at 1.15 p.m. sharp and as the entries constitute a record, fields should be on the big side. A number of Hongkong ponies were sent over during the early part of the week and they doubtless will acquit themselves to the satisfaction of their supporters.

The prospects for this meeting certainly look very rosy. I had a look at the grass track during the week and I must say it is in excellent condition, and, provided the weather remains unchanged, fast times and exciting races should be the order of the day.

The Pari-Mutuel and Cash Sweep will operate on all races and the fans who wish to have a mild "flutter" will be well provided for. I regret I am unable to give my "Candidates' Chances Considered" to-day as I have not had a chance to give the likely starters the "once over." However, if the ponies mentioned run to form they should manage to fill the places as under:

1st Race.

Ullswater
Velo
Spring Day

2nd Race.

Wuchang
Chemical
Chow Tze Lon

3rd Race.

Castle
Iron General
Zircon

4th Race.

May
Silver Mine
Velo

5th Race.

Ma Kau Siac
Chemical
Warlordship

6th Race.

Lucky Star
Fook Shau
Tap Siac

7th Race.

Wild Fellow
Wuchang
Warlordship

8th Race.

U Un 11
Ullswater
Man-of-War

TO-DAY'S FOOTBALL.

REPLAY FOR THE JUNIOR
SHIELD.

The replay for the Junior Challenge Shield between St. Joseph's and China Athletic takes place this afternoon on the Hongkong Football Club ground. The kick-off will be at 2.45 p.m., and Mr. Baldwin will have charge of the game.

The following League matches will take place:

Division I.

Kick-off 5 p.m.
Police v. H.K. Club, H.K.F.C. ground. Referee, Capt. Austin, M.C., M.M.
Kowloon v. Athletic, Kowloon F.C. ground. Referee, Mr. Smith.
K.O.S.B. v. Recreation, Soekunpo ground. Referee, Mr. Willis.

BILLIARDS.

PLAY IN PALACE HOTEL
TOURNAMENT.

The highest break in the tournament of the Palace Hotel was made by S. E. Silva last night in his match with T. F. Lloyd, whom he beat by 250 points to 198. Silva's best break was a 71 which beats the previous highest of 68 made by Jones earlier in the tournament. Silva's best breaks were 71, 20 (2), 19 (2), 16, 17, and 12 (3). Lloyd made breaks of 22, 16, 13, 18 and 11. Silva has now reached the semi-final and will meet Jones on Monday. Their respective handicaps are Silva minus 150 and Jones minus 250. The match will start at 9 p.m.

According to a report made by Mr. H. P. Lin to the police, his motor cycle, No. 335, which was left outside the Star Theatre last night between 9.15 and 11.35 p.m. caught fire, probably through some person throwing a lighted cigarette or a match on the gasoline tank. Mr. Lin stated that the motor cycle was badly damaged, the seat and the tank being destroyed.

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

Banks.
Hongkong Bank, \$1300 b.
Chartered Bank, \$21 b.
Mercantile A. & B., \$341 n.
P. and O., \$94 n.
East Asia, \$76 b.

Insurance.
Canton Ins., \$680 b.
Union Ins., \$337 b.
North China, Ins., \$143 n.
Yangtze Ins., \$461 b.
China Underwriters, \$21 b.
China Fire, \$215 n.
H. K. Fire Ins., \$760 b.

Shipping.

Douglases, \$401 s.
H. K. Steamboats, \$28 b.
H. K. Tugs, \$21 s.
Indo-Chinas, (Def.), \$74 n.
Shell Trans., \$91 n.
Union Waterboats, \$201 b.

Mining.

Benguet, \$21 n.
Kailans, 66/- n.
Langkats, \$16 n.
S'hai Exploration, \$1.275 b.
Rauhs, \$41 b.
Tronohs, 17/6 b.

Docks, etc.

Kowloon Wharves, \$136 b.
Whampoa Docks, \$45 s.
China Providents, \$6.05 b.
Hongkows, \$164 b.
New Engineerings, \$1.480 s.
Shanghai Docks, \$109 b.

Cottons.

Ewo Cottons, \$1.870 b.
Orientals, \$1.205 b.
S'hai Cottons, \$1.58 (old) b.

Lands, Hotels, etc.

H. and S. Hotels, \$9.20 b.
H. K. Lands, \$651 s.
S'hai Lands, \$1.138 b.
Humphreys, \$15 b.
Realities, \$8.25 b.
Territorials, \$1 n.

Public Utilities.

Tramways, \$251 s.
Peak Trams, (old) \$13 b.
Star Ferries, \$641 s.
China Lights, (Old), \$13.70 s.
H'kong Electric, \$701 b.
Macao Electric, \$261 b.
Telephones, \$4.60 b.
China Buses, \$1.61 n.
Singapore Traction, \$1.1/9 b.

LAWN TENNIS.

WINS FOR HONDA AND
FINCHER.

In the open Singles last evening, Honda had no difficulty in defeating Isomura, whilst E. C. Fincher won after a keen struggle with Yoshida.

The full results of yesterday's matches were:
Open Singles.—T. Honda beat T. Isomura 6-3, 6-2, 6-0; E. C. Fincher beat H. Yoshida 4-6, 6-3, 6-3, 7-5; Major W. B. Stevenson beat Very Rev. A. Swann 6-1, 6-4, 6-3.

Handicap Singles "B".—Capt. E. H. J. Larkcom (rec. 4/6) beat G. F. H. Richard (rec. 2/0), 6-4, 8-6.
Handicap Doubles.—A. D. Humphreys and G. R. Sayer (rec. 15/1) beat H. V. Parker and O. J. Shannon (rec. 15) 8-6, 8-6.

The King of the Belgians, who is a sportsman and mountaineer, as well as a keen airman, set a new fashion by taking his Court by air to visit Copenhagen. Accompanied by the Queen, their second son Charles, and their daughter, the Princess Marie Jose, four officers of the household, and the Queen's lady in waiting, he was to do the journey of 500 miles in one stage on April 10.

The centenary of the birthday of Professor Burgersdyk, the translator of all Shakespeare's works into Dutch, was celebrated in an Amsterdam theatre with a performance of "The Merchant of Venice."

Industrials.

China Sugars, \$6.10 sn.
Malabons, \$241 n.
Canton Icos, \$4 b.
Cements (Comb.), \$101 s.
Ropes (Old) \$8 n.
United Asbestos \$10 s.

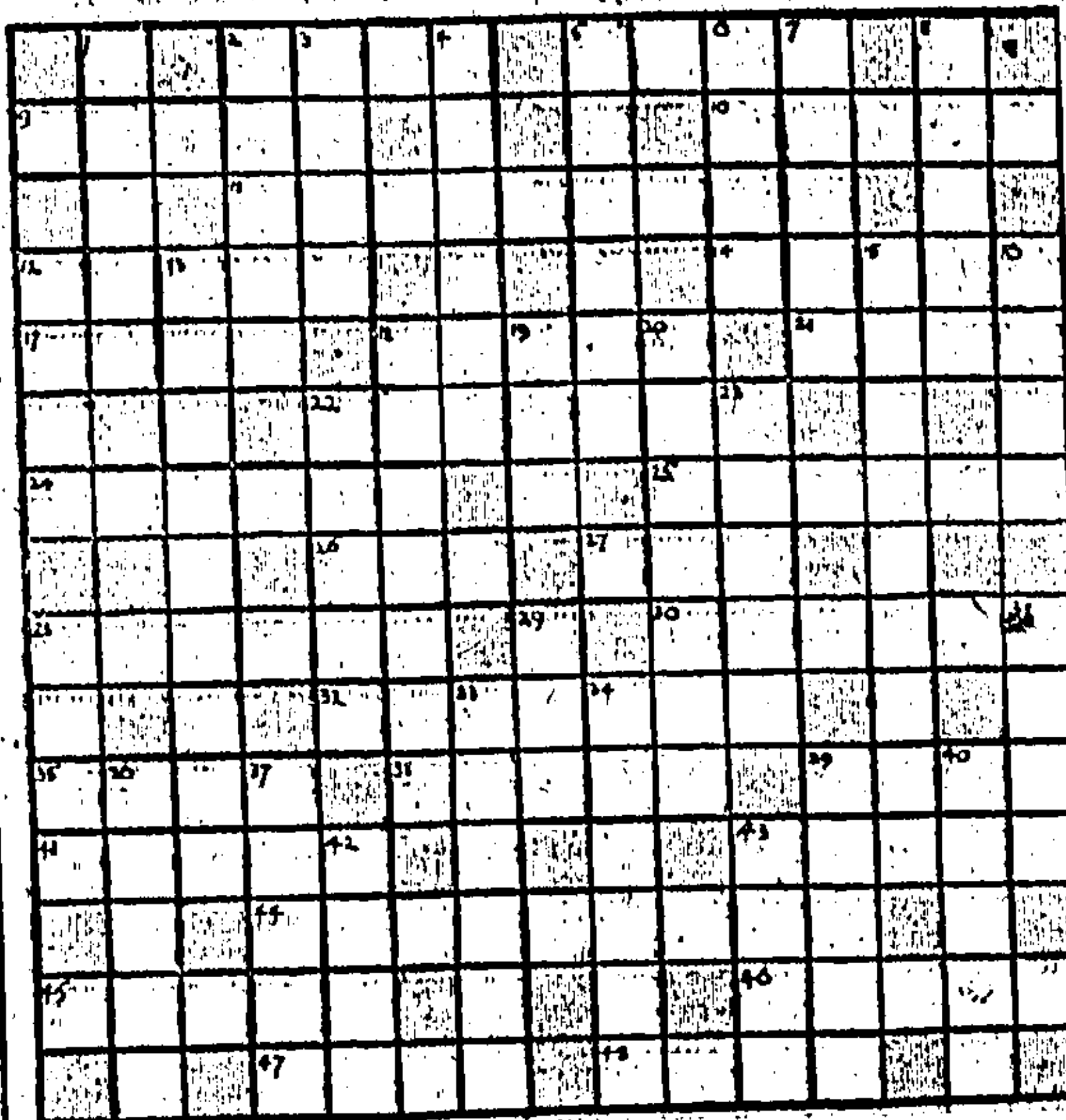
Stores &c.

Dairy Farms, \$221 b.
Watsons, \$131 b.
Der A. Wing, 75 s.
Lane Crawfords, \$3.75 b.
Mackintosh, \$22 s.
Sinceros, \$10 b.
Wm. Powells, \$5 n.

Miscellaneous.

Amusements, \$291 n.
Constructions, \$11 n.
B'que Ind. G. Bonds, 62% b.
H. K. G. Loan, 11% Prep.

OUR CROSSWORD PUZZLE.



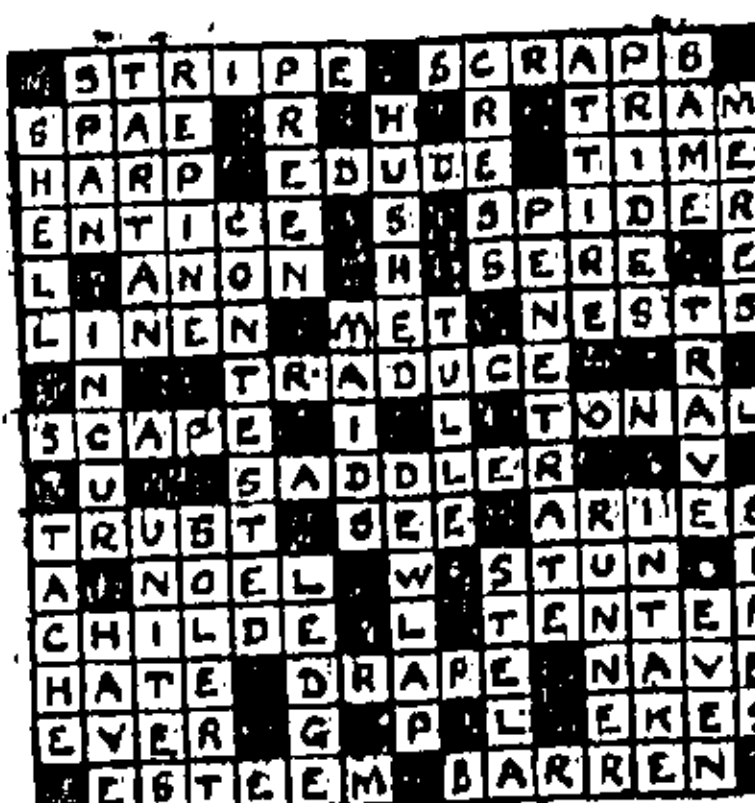
Across.

- 2 An air.
- 5 Sums (Coll.)
- 6 A genus of palms.
- 10 Troubled.
- 11 Pertaining to titanium.
- 12 Liberated.
- 14 A non-contagious skin disease.
- 17 Guide.
- 18 Lateral division of a church.
- 21 A blow.
- 22 Speaks first to.
- 23 To marvel.
- 25 Explores.
- 26 Plunder.
- 27 Turkish commander.
- 28 A fine thin cotton fabric.
- 30 Moral philosophy.
- 32 Offensive to the sight.
- 35 Troubles.
- 38 Social position.
- 39 Passage for smoke.
- 41 A stratum.
- 42 Pertaining to fairies.
- 44 Following the accented syllable.
- 45 Superior of an abbey.
- 46 A kind of watch.
- 47 Has four seasons.
- 48 Adds to.

Down.

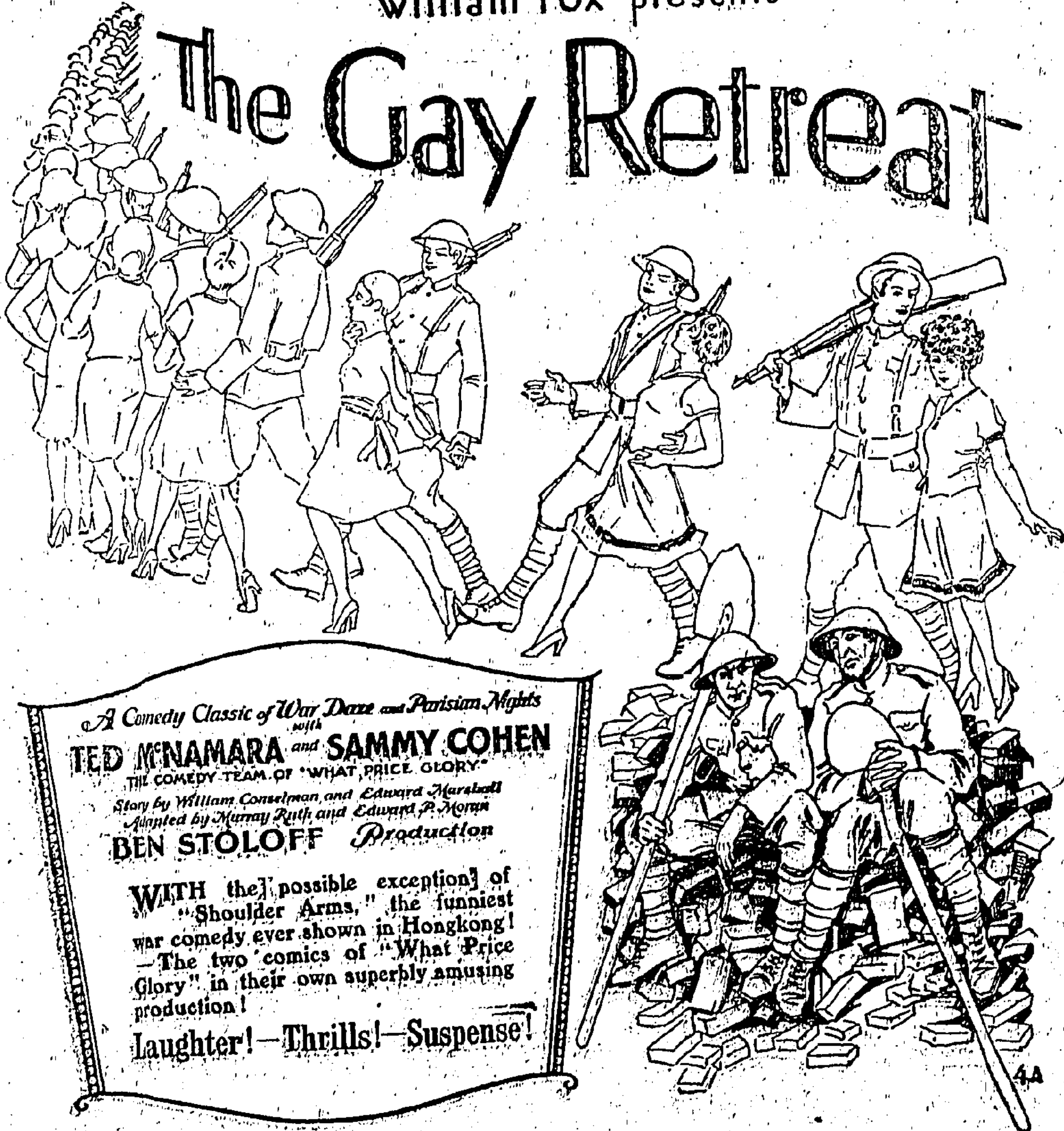
- 1 Ten millions.
- 2 Did.
- 3 Predatory incursion.
- 4 Name of various fungi.
- 5 Attempts.
- 6 The reverse.
- 7 Sixes at dice.
- 8 The earth.
- 12 To melt.

Yesterday's Solution.



The funniest war comedy ever shown in Hongkong!—
William Fox presents

The Gay Retreat



A Comedy Classic of War Days and Parisian Nights
TED McNAMARA and SAMMY COHEN
THE COMEDY TEAM OF "WHAT PRICE GLORY"
Story by William Conselman and Edward Marshall
Adapted by Murray Roth and Edward P. Morgan
BEN STOLOFF Production

WITH the possible exception of
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war comedy ever shown in Hongkong!
—The two comics of "What Price
Glory" in their own superbly amusing
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Laughter!—Thrills!—Suspense!

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COSMETIC BOGIES.

BEAUTY AIDS, HARMLESS.

At last American physicians have begun to recognise the fact that any woman is entitled to make herself more beautiful, and will not be deterred by mysterious warnings of possible danger issued by aged medical practitioners, says a New York correspondent of the *Evening Standard*, who considers plain living more desirable than sparkle and vivacity in life.

A reaction has set in against the doubtful announcements of medical school graduates that cosmetics and face powders and cold creams and the other basic contributions to feminine pulchritude are dangerous to health, and should be avoided by all women wishing to live long and in comfort.

The way the advice of the doctors had been ignored increasingly in recent years in this respect has caused the doctors themselves to examine their own doctrines. They have found that their predictions of disaster have not come true—indeed, quite the contrary.

Professor Curt Wimmer, head of the College of Pharmacy of Columbia University, in an article for women in the *Liberty Magazine*, makes the confession—which women have known all along—that "few products come into my laboratory which, by the most severe judgment could be called harmful. With certain reservations I should say American women nowadays are remarkably safe in purchasing cold creams, cosmetics, powders, and astringents from houses of good reputation."

Not Enough to be Dangerous.

It is now admitted by the former critics of beauty preparations that manufacturers do not seek to impose on their clients with dangerous wares. There are so many safe and effective aids to beauty on the market that it would be impossible for anyone putting out inferior stuffs to continue in business very long without being found out.

There is lead in dry rouge, and lead is dangerous if an excessive amount is used. In the past physicians have stressed this point. Now they are beginning to admit that in general not enough lead is put in dry rouge to work any harm.

There is alcohol in all astringents just as there is alkali in all soaps. But physicians do not do their duty, it is charged by American women, when they quote these facts in solemn manner, without adding that it is all a matter of quantity, and if the proportion is right benefits follow.

It used to be said that women who use cold cream constantly on their faces risk stimulating the growth of hair. This, however, has been proved a myth.

A Libel on Face Powder.

Doctors now are saying that experience has shown the definite advantage of cold cream. It has no effect on the hair, but it cleans the skin of surface particles which fasten themselves to it and so are easily removed. It also lubricates the skin and makes it soft.

Face powders, it used to be said, clog the pores and makes complexion bad. But experience in this case, too, has shown that the physicians have grossly exaggerated the facts. Powder used in moderation, as women know how to use it, has no ill-effect, and advantageously takes off shine.

There are, however, several rules of common sense which hold about cosmetics, and which, also most women know without having to be told. If there are pimples on one's face, it is better to stop using cosmetics until the pimples disappear, for otherwise they may become irritated and get worse. Also, lipsticks ought not to be applied over a cut on the lips, for obvious reasons. Indeed, the few anti-cosmetics rules are all so obvious that no woman need pay a physician to enumerate them.

Lovely New Colours.

How very lovely are the spring colours: "Water-lily," yellow; "Volga" green; "Honey," "Winterhalter" rose; and "Scorpion" grey—the last-named harmonises admirably with the new orange flower, which is made of delicately shaded scorpion skin.

Little naturalised lizards form a novel "brooch" for sports hats. The new snake-fetish bracelets are real snakeskins, diminutive, and made to coil snugly round the arm.

There are also charming little "Early Morning" hats of natural scorpion (chameleon), with which are worn gauntlet gloves with cuffs that match the hat.



"Goodbye straight silhouette," say spring evening gowns, of which these three are chiefly typical: (left) roses and green traceries on ivory chiffon; (centre) periwinkle moire, the neckline and bodice caught with platinum-set turquoise ornaments; and (right) dignified, rich, black velvet with swallow-tail hemline.

FOR YOUR POWDER.

BEAUTIFYING A GLASS BOWL.

Those who are fond of chocolates, or chocolate biscuits and care to save the gold, silver, and coloured paper in which many of the sweets are wrapped, may turn them to useful account.

Buy some perfectly plain glass bowls—finger bowls, or glass grape fruit holders, which can be purchased quite cheaply.

Cut the paper into fancy shapes, and using clear gum, paste on the outside of the bowls, so that the colours show through to the inside of the glass. Do this until the whole surface is covered. Leave to dry.

Next, at the oil stores, buy a tin of thin black lacquer. Paste this over the paper on the outside of the bowl. If preferred, gold paint may be used instead, or a combination of black and gold is most effective.

A delightful bowl, looking like the most expensive Eastern ware, is the result, and at a most trifling cost.

If a plain glass butter dish, with lid is treated in the same way, it makes a gorgeous powder bowl. Of course the dishes must never be placed in water or the paper will come off.



The bodice of this evening model is a shapely little affair in black crepe satin, terminating in a swathed belt with a gigantic bow at the side; the skirt is composed of three very full flounces of black tulle.

THE DRESSING TABLE.

A SIMPLE AND BUSINESS-LIKE AFFAIR.

When you are spring-cleaning this year it would be a good idea to sweep your dressing-table bare of all ornamentation and refurbish it. Fashions change everywhere, and the once pretty arrangement of mats, bowls, and brushes that formed My Lady's toilet-table is now definitely out of date. To-day, in keeping with the modern spirit of cleanliness and efficiency, the dressing-table is a very simple, business-like affair. Its plain flat top, instead of wearing a dress of fine linen and embroidery, is covered with plate glass. If there is any pretty piece of lace that we wish to display, it is placed under the glass, where it is at once kept smooth, clean, and safe.

From principles of hygiene, brushes and combs never lie exposed upon a modern dressing-table. The newest pieces of bedroom furniture are made with a special long drawer to accommodate these articles together with manicure sets, jewel-cases, toilet lotions, and powder. Other familiar ornaments have quite vanished from the dressing-table. The pin-cushion, whether an up-to-date doll or an old-fashioned stuffed apple, is never seen, and certainly in these broochless days we do not miss it. Trinket dishes and ring stands have also disappeared. In fact, the well-known litter of fancy pottery and the dressing-table has become the business-like desk of a beauty-seeking woman.

Position of Mirror Important.

Of course, the mirror and its position is the most important feature. Generally it is of the three-pieced type, and when the table is placed in a good light (both day and artificial) it serves its practical purpose admirably. A table lamp set on the glass top will solve the problem of correct artificial light, its shade adding a charming note of colour and decoration at the same time. Be careful, however, that the light falls upon yourself and does not send all its glaring light into the mirror.

Crystal is, perhaps, the only fashionable form of the well-known toilet set, and even it is losing favour in these days of dressing-table simplicity. To-day we prefer a single powder bowl of gay pottery and one of those fascinating coloured bottles for perfume or lotion as the sole decoration for our toilet table. The charm of the antique is emphasised in many an artistic room, old Wedgwood china, pewter, and brass-ware being exceptionally pretty on a period table. One old candlestick with a bright coloured tapering candle looks delightful when its shade matches that of the curtains and fashionable silk bedspread.

Where a simple table rather than a chest of drawers is used, a dress-

THIS WEEK'S RECIPE.

BROWN SPONGE CAKE.

Sieve one breakfastcupful of flour with a pinch of salt, half-teaspoonful of bicarbonate of soda, one teaspoonful each of cream of tartar, and ground cinnamon, two teaspoonfuls of cocoa or chocolate powder.

Put a breakfastcupful of granulated sugar into a pan with half-breakfastcupful of water. Stir until the sugar has melted, then boil fast to a thin syrup. Add 1 oz. of butter, and when it has dissolved pour the syrup from a height on to three beaten eggs, whisking well. Continue whisking until the eggs are thick and foamy, then stir in the flour mixture with a metal spoon, as lightly as possible. Put into a greased tin lined with greased paper, and bake in a "quick oven" until firm when pressed, about 20 minutes.



Fashion's latest—sleeve vagary is the ultra-full one of "Bishop" persuasion. The jumper is in white crepe de chine embroidered with graduated black spots.

PEACOCK BLUE.

AND KALEIDOSCOPE THOUGHTS.

Peacock blue is a resplendent shade, rare and beautiful, and appears to be a combination of many tints which scintillate and display a new colour, with each slanting ray of the sun. All the glinting tints of blue sea-water, the firelike reflections of an opal, the bluish violet of the amethyst, the rosy afterglow of evening and the sheen of gold, of silver and of bronze are concentrated in a rich tone which thrills the beholder like the sight of a glowing, precious jewel.

The shade is well displayed in soft velvet shadowed and beautiful in its own graceful folds; in shimmering silks and in smooth, shining satins; but the gleaming, iridescent feather of the peacock, glistening with colour, must be seen close at hand before the true shade of "peacock blue" can be appreciated.

Far to the west, at the end of a long shining boulevard and a grey winding road, there is a little vineyard house resting in a green hollow among many fertile hills. Orderly spaciousness and an air of tranquillity hover about the wide barnyard and the ranch grounds. Near the kitchen door, mounted on an upright support, covered with woodbine, hangs a great bell whose clear peal summons the men from the fields.

Ducks, chickens and turkeys scratch and pick about in the soft soil and the dry chaff of the yard and here, appearing at a distance much like the turkeys, are to be found the peacocks. Down from the sunlit hills, through the wheat fields and the orchard they roam at will and feed with the poultry in the yard.

The Blue of Nature.

How dazzlingly the sun catches the radiance on feathered necks, on smooth sides and long tail-coverts! Here indeed is the rare tint of "peacock blue" in all the richness and splendor of blue, of bronze, of gold, and of green. When the bird struts proudly and the tail and long trailing feathers are spread fanwise, the ocellated spots seem to gleam like jewelled eyes.

A mother peacock leading a little brood of half-grown young ones, with a quick flash of bronzy brown feathers disappears in the direction of the orchard. She exhibited none of the characteristic gay plumage of the male. Often the soft-lunged call of the peacock echoes from the field, from the barnyard, from the woodpile, from the wooden frame of the shed. It is a high-pitched clangour not much in accord with the bright beauty of the feathers.

One treasures in memory the picture of these gayly feathered

BOX WATCHES.

WORN AS AN ORNAMENT.

There is a new notion in watches. These are shown in shapes and encased in little leather boxes that have a centre opening and slide over the face of the watch. When shut they look like small match-cases and are not much bigger—if any.

The more expensive varieties of this idea are given enamel and gold cases. Some have the added attractions of monograms in precious stones. These are so decorative that they could be worn as fobs or as pendants.

Another charming example of the "hidden timepiece" is a small lacquer red enamel box, which is clasped like an old-fashioned volume in miniature with a beautiful gold clasp.



Youth is expressed in the lines of this light green sheer flannel.

fowl nesting and wandering on the sunny hills of a California grain ranch and coming down to feed in the barnyard—"C. S. Monitor."

FASHION IN LEGS.

WHAT IS THE MOST BEAUTIFUL POSE.

How should legs be worn?

Four accomplished manipulators of graceful limbs spent a whole day in London recently trying to find the correct fashion in legs.

An army of specialists surrounded them in a Wardour-street studio to help them in their quest. Man was ignored; it was only woman who was considered.

The quest was most scientific. The film director in the Pathe Studio looked long and carefully through the camera peephole. Before him was an expansive crinoline. Beneath it twinkled two tiny golden toes.

With the legs quite covered up it was hard to ensure a graceful posture. When it came to posing the bathing girl...

The Wrong Way.

Legs, we found during the test (writes an *Evening Standard* representative) are the most important item in a woman's appearance.

The area of her skirt is small nowadays. Her slim torso does not make a large pattern. Her feet, her hands, her head, and her hair are tiny units.

But her legs are the biggest single component of her make-up. The way she wears them makes all the difference.

The test was conducted thus:—A girl sat on a representation of a Tube seat. She crossed her legs, she re-crossed them.

For over an hour men with measuring rulers made alterations to the pose of her right calf on her left knee.

In the end they found the pose adjudged of the greatest beauty, which the camera recorded for the public delectation.

Then her sister sat on the seat. She crossed her legs the wrong way. The difference?

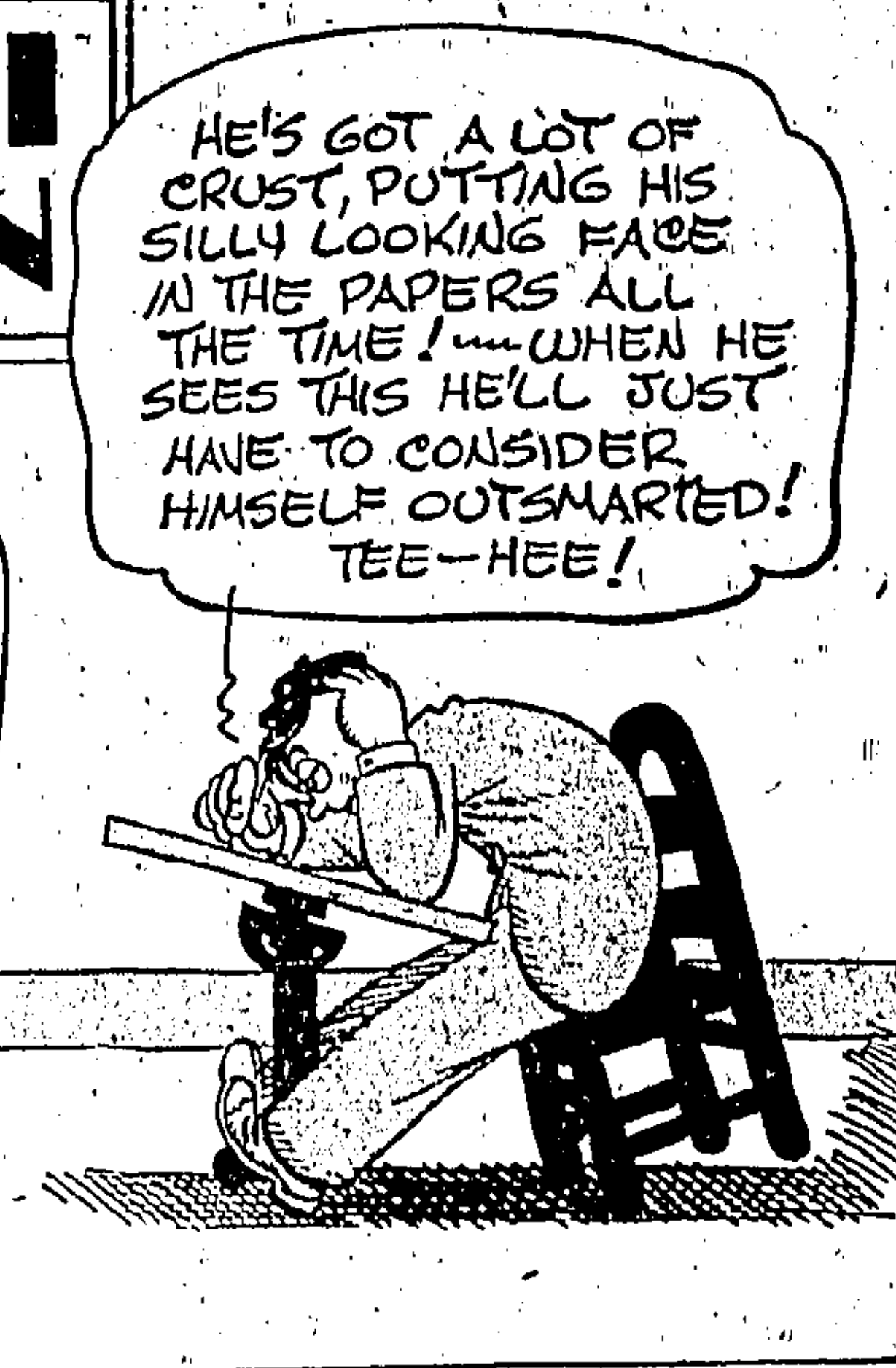
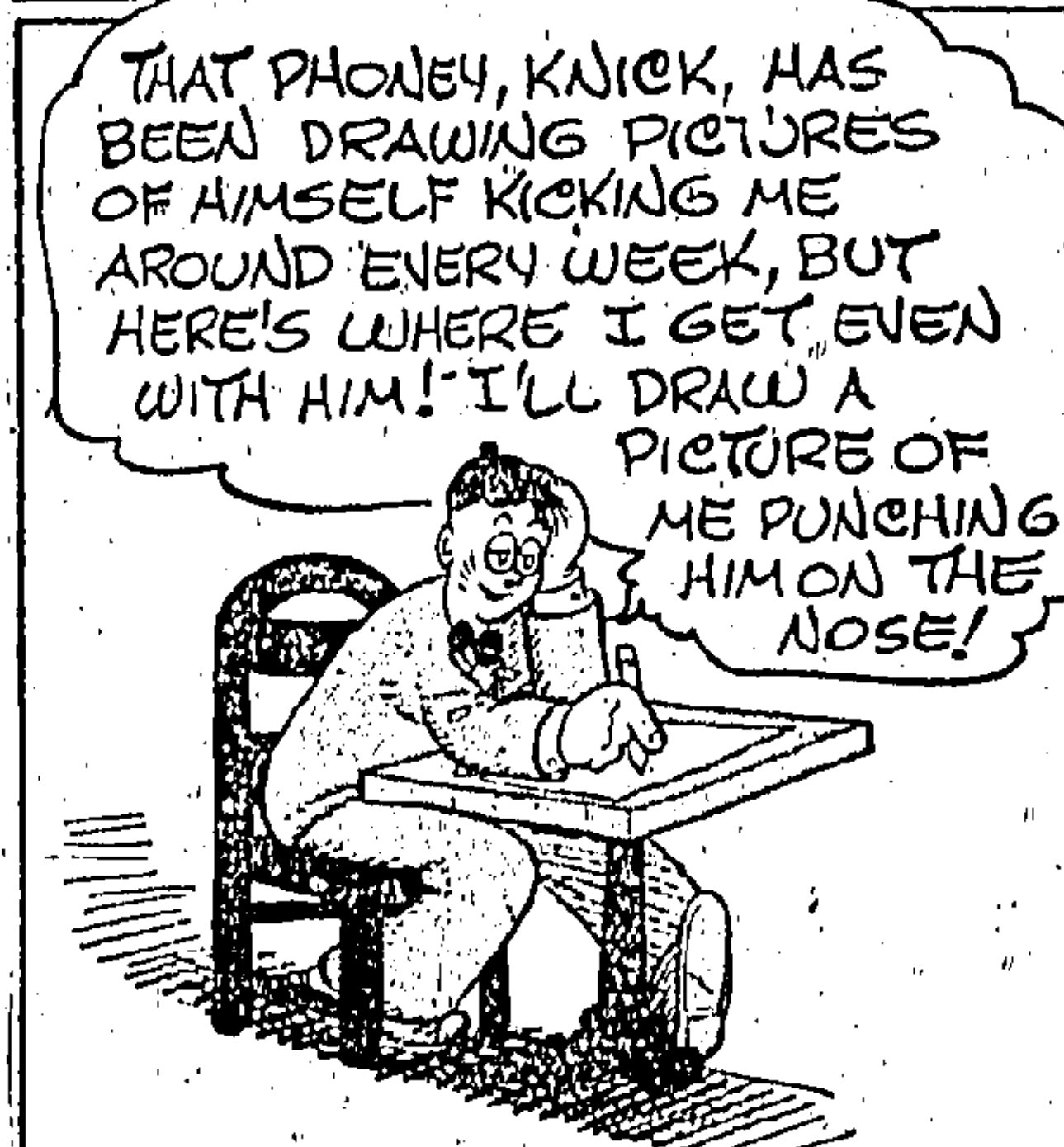
"Show Your Eyebrows" Hats.

What a quaint, fickle creature is Fashion! Yesterday she mocked at the idea of allowing any outside person to imagine that we were really possessed of either ears or eyebrows—in the street. Now the order has, "gone forth that we are to 'show our eyebrows'!" As to ears—they have already received their ticket-of-freedom from the charming Greta Garbo. This famous film-star's latest hairdressing fashion is already well known—the inevitable kiss-curl neatly curled under the ear, not over it.



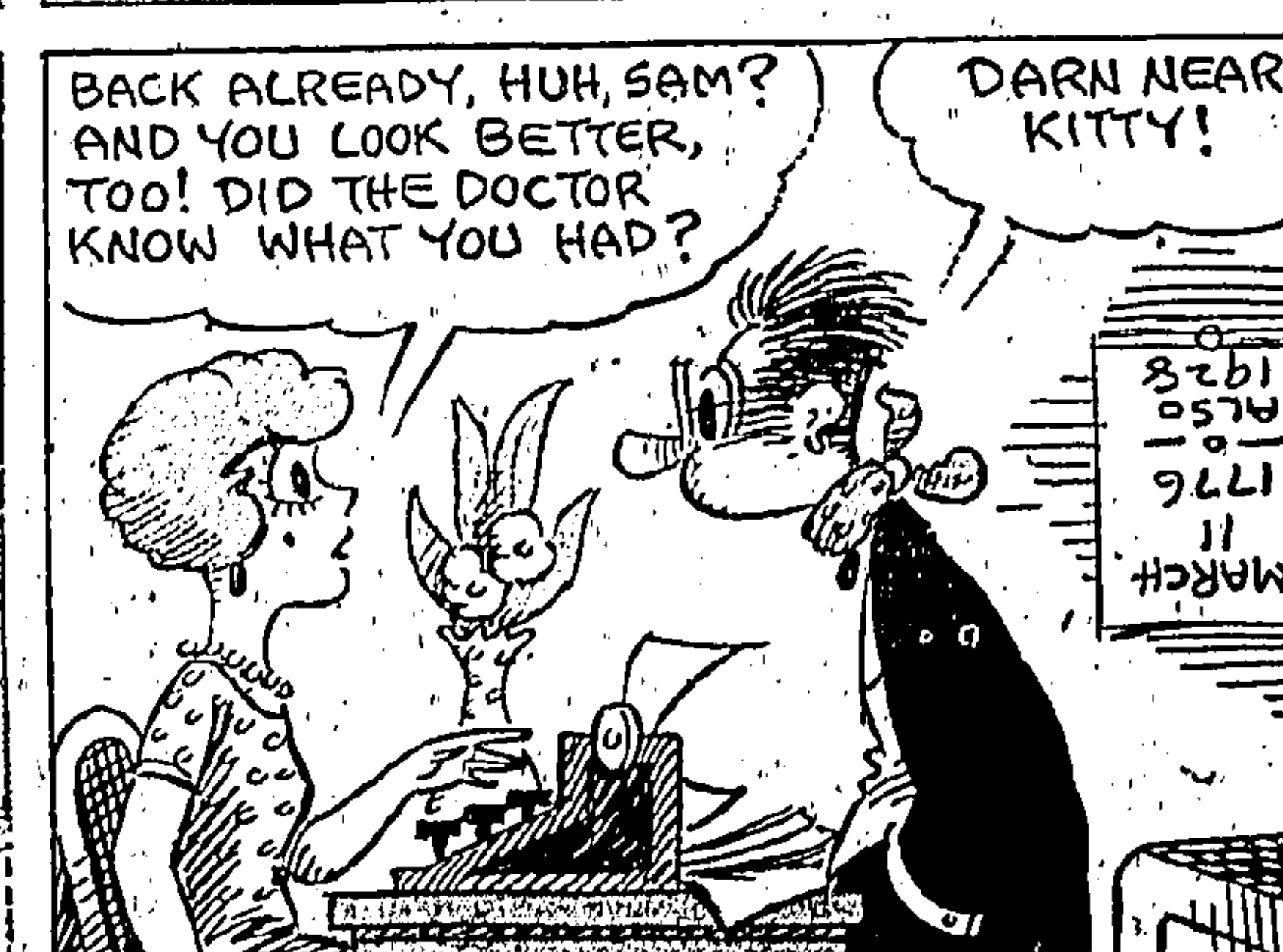
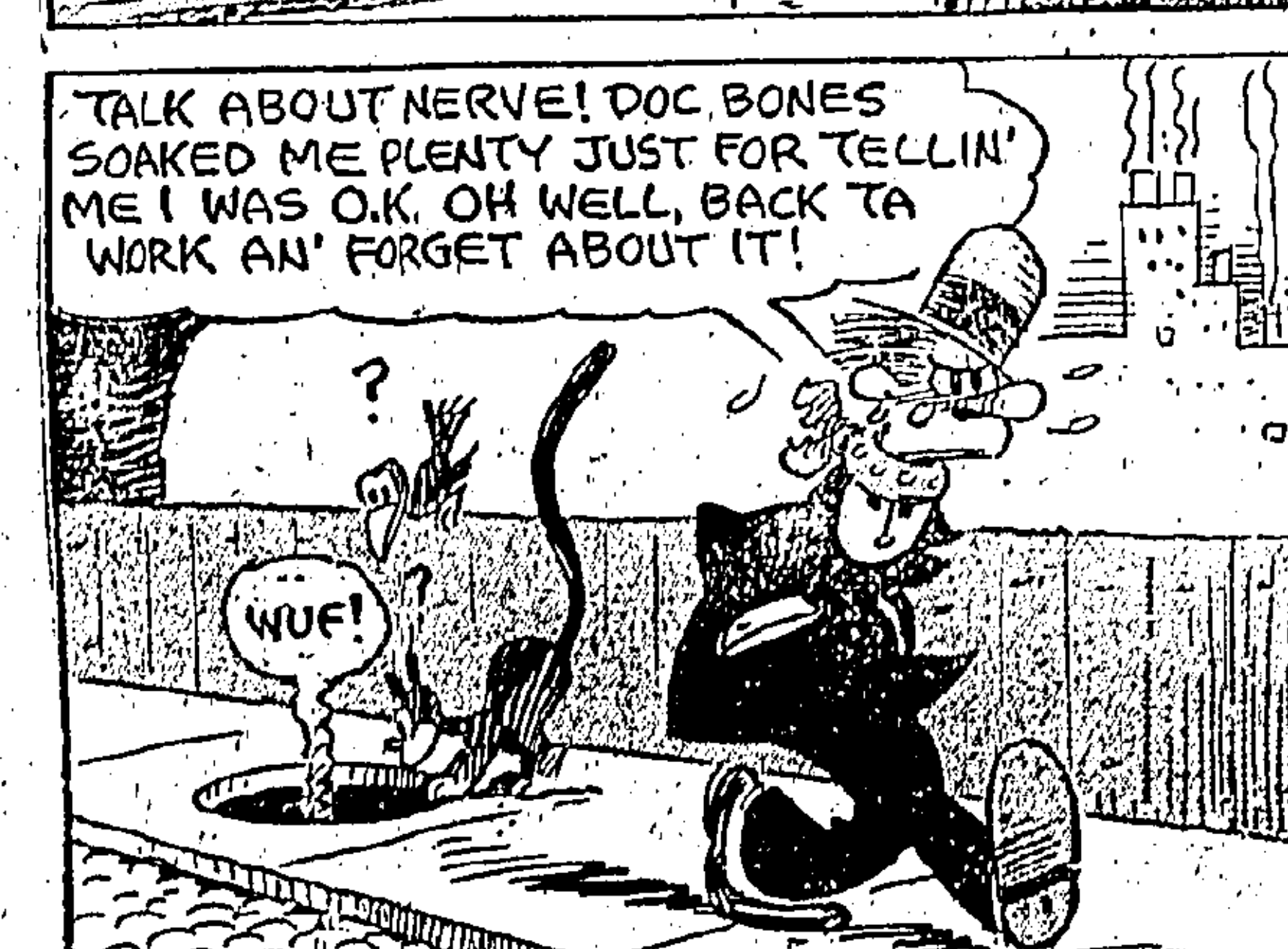
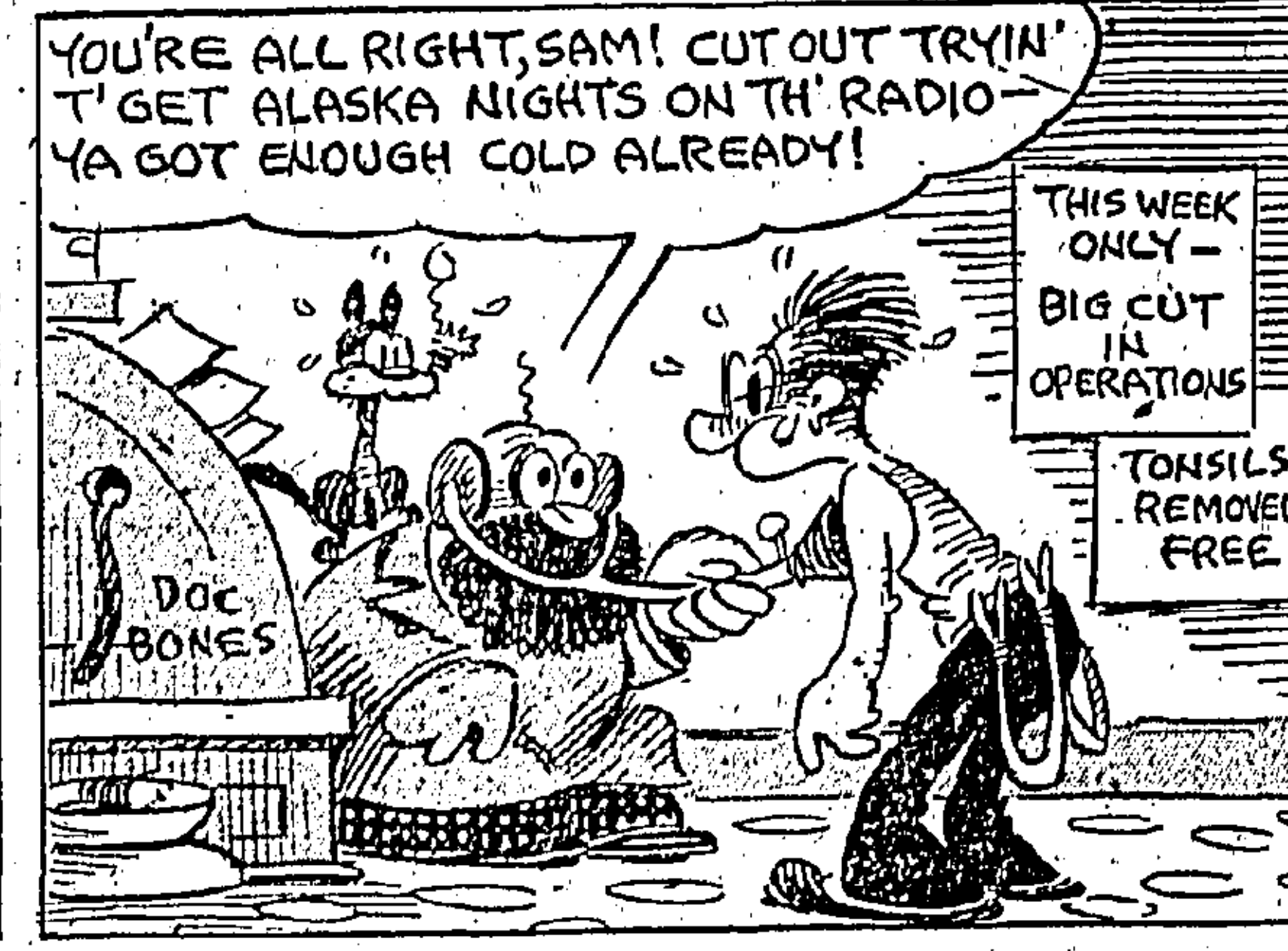
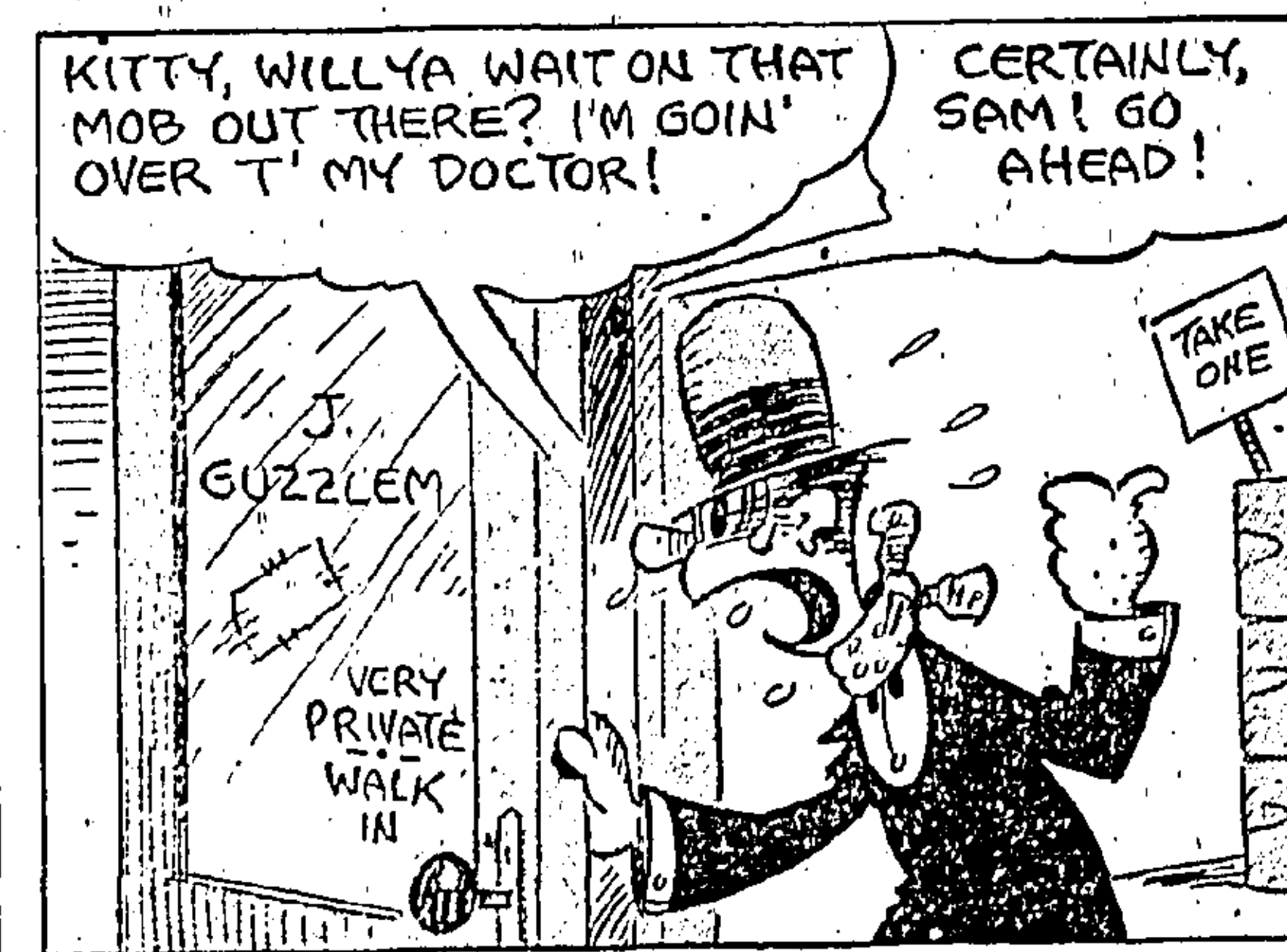
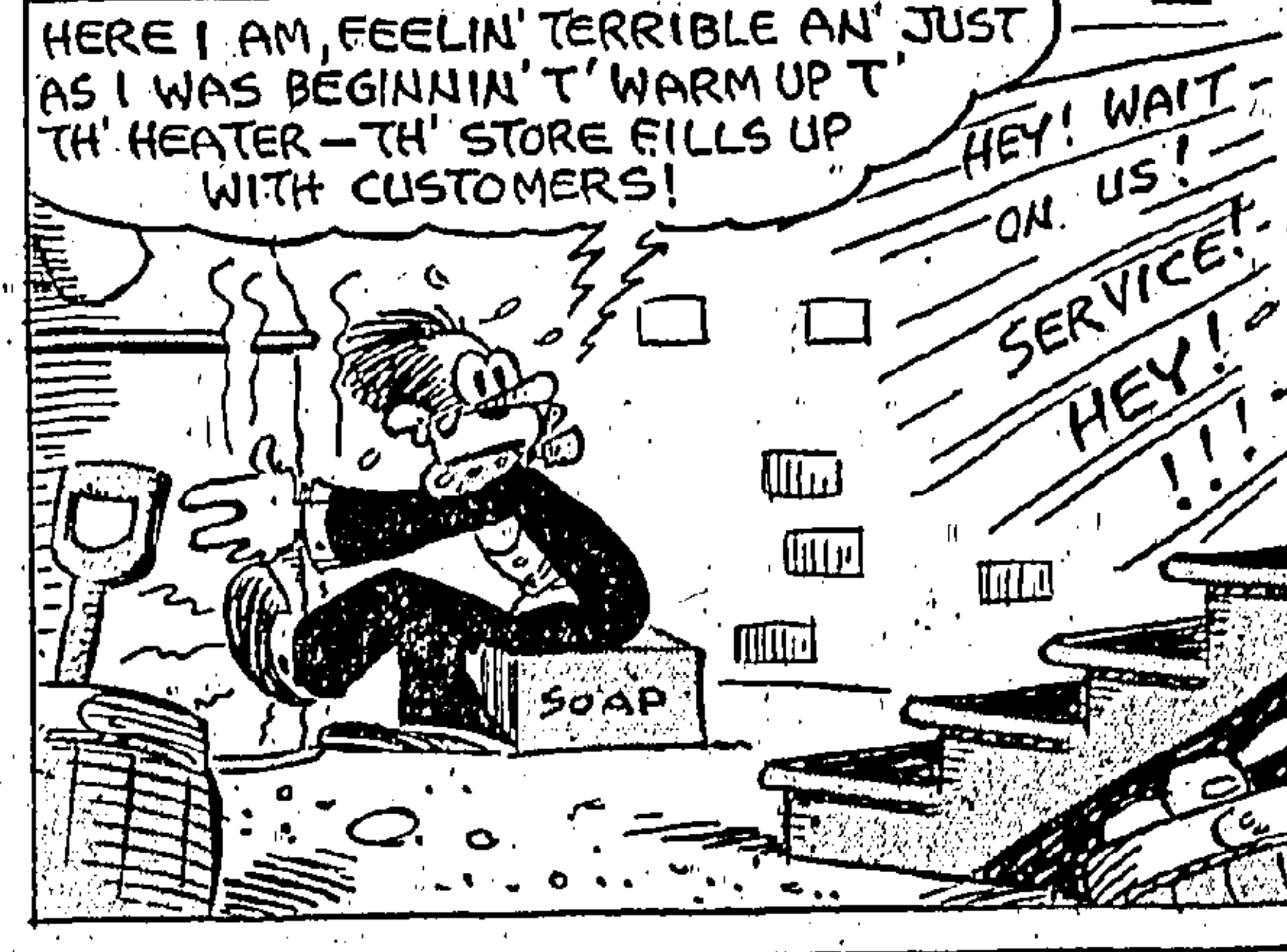
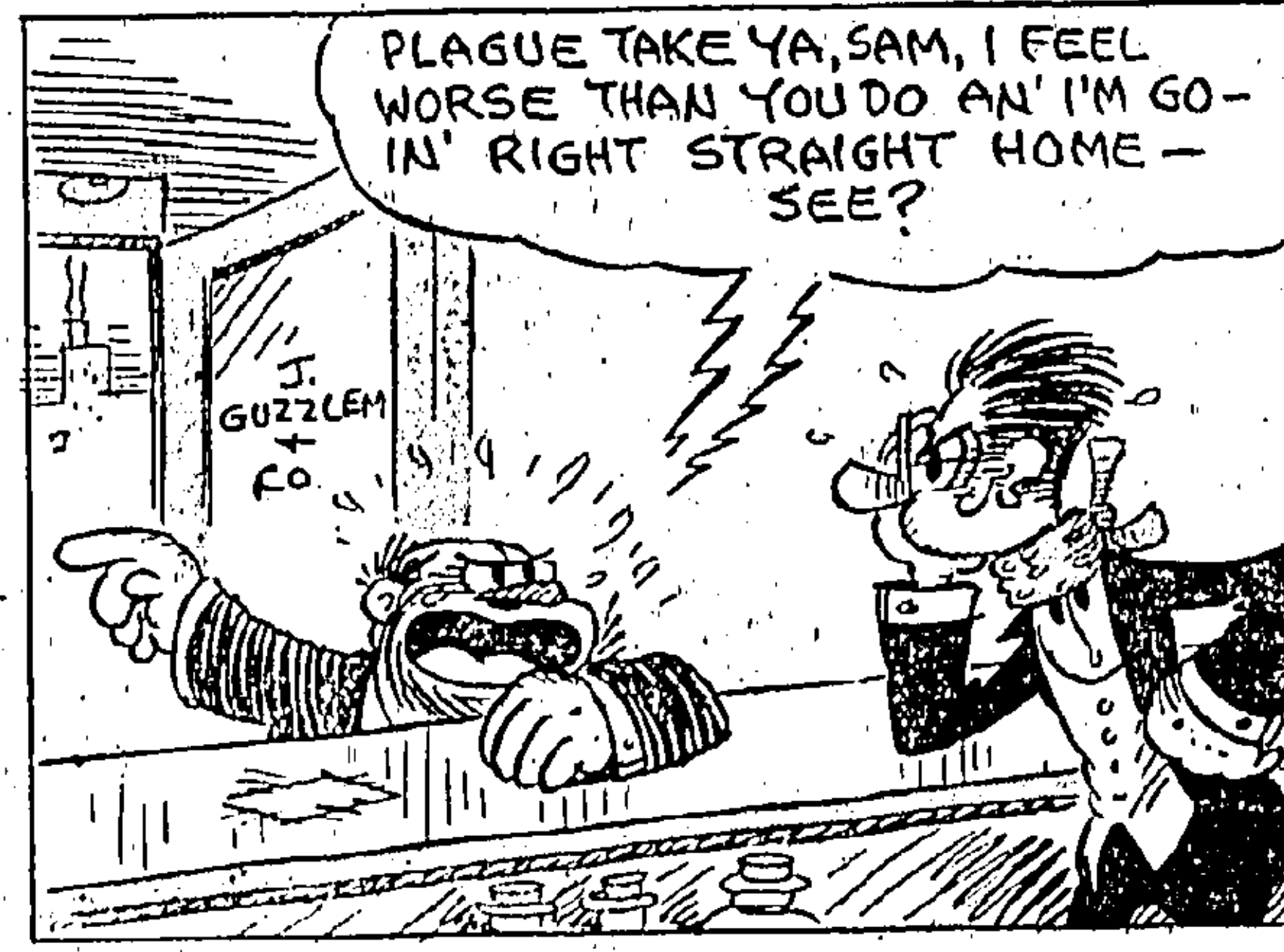
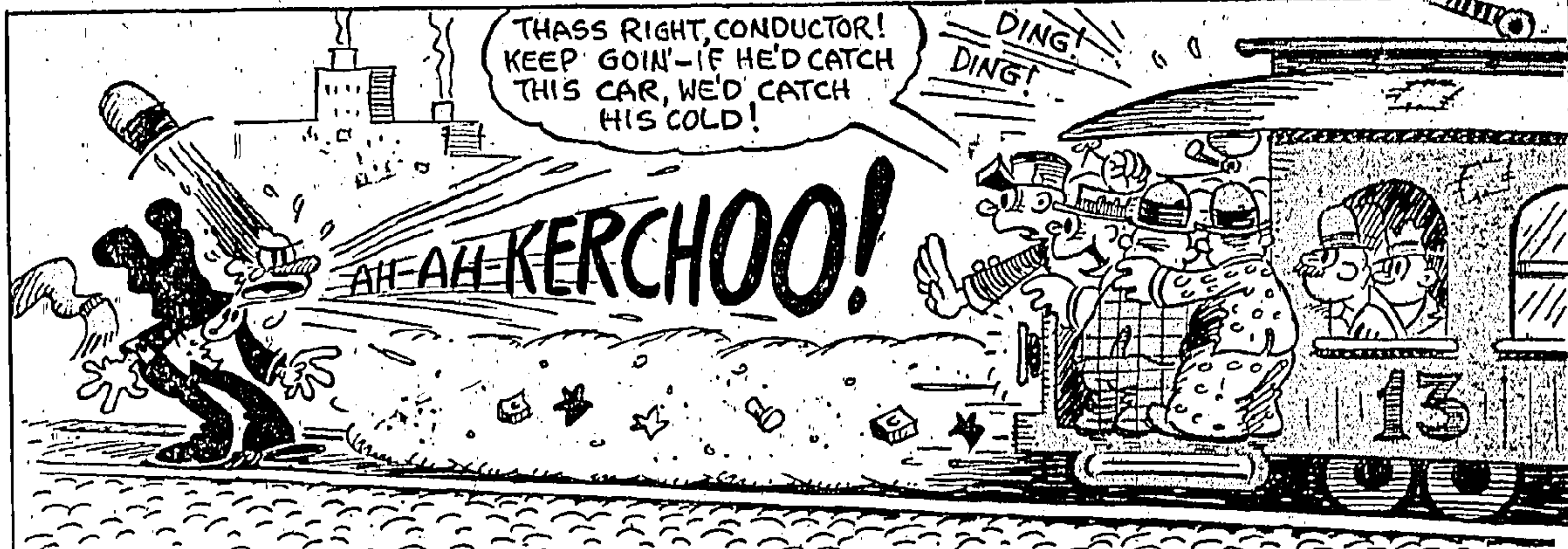
At the left is seen an ensemble of crinelle rep, the blouse of which is white, and the coat white-line; (right) a pink georgette evening gown entirely embroidered in small pearls in white and delicate shades of pink and green.

J. DISRAELI (DIZZY) DUGAN



SALESMAN SAM

By Small



WHITEAWAYS FOR DOLLAR VALUES

N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES
\$120, \$112, \$110, \$102, \$83 via SAN FRANCISCO
\$340, \$340, \$340 via JAPAN & SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu	Wednesday, 18th Apr.
Korea Maru	Shinyo Maru
LONDON via Singapore, Suez, Marseilles & Ports.	Tuesday, 1st May.
Hakono Maru	Saturday, 7th Apr.
Suwa Maru	Saturday, 21st Apr.
SYDNEY & MELBOURNE via Manila & Ports.	Wednesday, 25th Apr.
BOMBAY via Singapore, Penang & Colombo.	Tuesday, 17th Apr.
(Hakodate Maru (Ormit Penang))	Tuesday, 17th Apr.
SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles Mexico & Panama.	Thursday, 19th Apr.
Bokuyo Maru	Thursday, 19th Apr.
SOUTH AMERICA (EAST COAST) via Singapore, Capetown & Ports.	Thursday, 10th May.
Hakata Maru	Thursday, 10th May.
NEW YORK and/or BOSTON via PANAMA.	Friday, 20th Apr.
Toba Maru	Friday, 20th Apr.
LIVERPOOL via Singapore, Colombo, Port Said & Ports.	Tuesday, 15th May.
Toyooka Maru	Friday, 20th Apr.
CALCUTTA via Singapore, Penang & Rangoon.	Friday, 20th Apr.
Malacca Maru	Friday, 20th Apr.
MAGASAKI, KOBE & YOKOHAMA.	Friday, 20th Apr.
Mishima Maru	Monday, 16th Apr.
SHANGHAI, KOBE & YOKOHAMA.	Monday, 16th Apr.
Hakusan Maru	Monday, 16th Apr.
Tsubima Maru	Monday, 16th Apr.
Yamagata Maru (Moji Direct)	Monday, 16th Apr.
Moji Maru	Saturday, 21st Apr.
Muroran Maru (Moji Direct)	Saturday, 21st Apr.
Cargo only.	

Subject to alteration without notice.
For further information apply to: NIPPON YUSEN KAISHA.
Tel. Central Nos. 292, (private exchanges to all Depts.)

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamers.	Sailings.
TO TSINGTAO via SWATOW & SHANGHAI	Kwongsang Hopsang Wahsing Hongsang	Sun. 15th Apr at noon. Wed. 18th Apr at noon. Sun. 22nd Apr at noon. Wed. 25th Apr at noon.
TO OSAKA via AMOY, SHANGHAI, MOJI & KOBE	Fooksang	Fri. 27th Apr at 7 a.m.
TO CANTON	Hopsang	Sun. 15th Apr at 9 p.m.
TO STRAITS & CALCUTTA	Namesang	Satur. 21st Apr at 3 p.m.
TO SANDAKAN	Hinsang	Satur. 28th Apr at 4 p.m.
TO TIENTSIN	Chipsing	Mon. 16th Apr at 5 p.m.

For freight or passage apply to: JARDINE, MATHESON & CO., LTD.

Telephone 215, Central General Managers



REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjikarang	Batavia	15th Apr	15th Apr	Amoy, Shanghai & Keelung
Tjipanas	Java, M'ila	15th Apr	17th Apr	Swatow & Saigon
Tjikembang	S'hai, K'lung	16th Apr	18th Apr	Batavia
Tjillwong	Java, M'ila	23rd Apr	24th Apr	Amoy, Shanghai & Keelung
Tjitaroom	N. China	23rd Apr	25th Apr	Batavia
Tjitaroca	Batavia	26th Apr	28th Apr	Amoy, Shanghai & Keelung
Tjikarang	S'hai, K'lung	30th Apr	2nd May	Batavia
Tjibodas	Java, M'ila	7th May	9th May	Amoy, N. China
Tjileboet	N. China	7th May	9th May	Amoy, N. China

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.
For Freight and Passage apply to the
Java-China-Japan Lijn.

GLEN LINE.

Fare Hongkong to London \$82.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLUMBO.

Motor Vessel "GLENHARRY" (Via Oran)	4th May.
Motor Vessel "GLENARA" (Via Oran)	16th May.
Steamship "GLENARVONSHIRE" (Via Oran)	13th June.
Steamship "PEMBROKESHIRE" (Via Oran)	11th July.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENHARRY" (Via Oran)	15th Apr.
Steamship "GLENARA" (Via Oran)	28th Apr.
Motor Vessel "GLENBEG" (Via Oran)	11th May.
Steamship "PEMBROKESHIRE" (Via Oran)	28th May.
Steamship "GLENHARRY" (Via Oran)	8th June.

For freight, passage and further particulars, apply to:
JARDINE, MATHESON & CO., LTD.
AGENTS: THE GLEN LINE, LTD.

JAPANESE VISIT ENDS.

(Continued from Page 2.)

here and he congratulated the local Chinese community on living under such excellent conditions of government. The Admiral paid a tribute to the British for their work in the Colony and added that although Hongkong was an island its commercial value as a trading port was perhaps unequalled anywhere else in the Far East.

Proceeding the Admiral said that he must endorse the remarks of the Chairman in regard to the friendly relations between Great Britain, China and Japan. The friendship which exists to-day between these three countries is undoubtedly responsible in part for the well-being and prosperity of the Far East and the World.

The Admiral then proposed the toast of "Our Hosts."

Japanese Party Visit H.E.'s Summer Residence.

Following on the fifth given by the Chinese General Chamber of Commerce at the To Yuen Restaurant in honour of the naval visitors, Admiral Kato and his Officers were at home to a large attendance at a reception held during the afternoon on board his flagship, H.I.J.S. Nagato.

Motorcar trips were indulged in by a number of officers during the afternoon, while the men were also taken care of at a cinema entertainment at the Grand Theatre, Wanchai, and at a party at Mountain Lodge, the summer residence of H.E. The Governor, when 120 men were present.

The two battleships, Nagato and Mutsu were again open to inspection during the morning; this privilege being gladly availed of by a large number of British and other residents.

The last of the important official functions took place in the evening, when a dinner was given at the Hongkong Hotel by the Japanese Consul-General, Mr. Murakami.

This brought to a close what has been a most eventful week. It commemorated in delightful fashion this first visit to Hongkong for many years of a Japanese Battle Fleet. When the Squadron leaves this morning for Makung, before returning to its home base, without doubt, its officers and men will carry away with them the most pleasant recollections of their stay in the Colony.

Marine Minister's Thanks.

The following telegrams have been exchanged between the Japanese Minister of Marine and His Excellency the Governor of Hongkong:

Governor of Hongkong.
Please accept my sincerest thanks for the courtesy and hospitality so generously extended by Your Excellency, officials and people of Hongkong to the officers and men of our First Fleet. I hope this visit will promote cordiality between our two nations.

Admiral Okada,
Minister of Marine.

Thank you for your telegram.
The visit of the Japanese First Fleet to this Colony, has given great pleasure to the Government and the people of Hongkong. We share your hope that this visit will increase the friendship between our two nations; and we are glad to know that your fleet will return to Japan, as Admiral Kato said yesterday, with a great cargo of goodwill from Hongkong.
Clementi.

CITY OF ROUBAIX.

ELLERMAN EXPERIMENTAL CARGO STEAMER.

The second of the three experimental high-speed cargo liners for the "Ellerman" Lines arrived on Thursday. This is the City of Roubaix, which left Newcastle-on-Tyne, where she was built on 2nd February, under the command of Captain A. V. Radcliffe. Her gross tonnage is 7,108 tons, and 4,565 tons net, while she has a sea speed of 14 knots.

As already announced, the "Ellerman" Lines have constructed three experimental vessels of the same size, and speed, with a view to determining whether reciprocating steam engines, turbine steam engines or Diesel Oil engines provide the most economical means of marine propulsion. The City of Roubaix is propelled by single reduction geared steam turbines, and the City of Canberra is the reciprocating engine vessel, while the City of Lille is the Diesel motor ship.

COTTON COMBINE.

PROPOSED RELIEF FOR THE INDUSTRY.

London, Apr. 18.
The Cotton Yarn Association has issued a statement in reference to the proposed combine of mills in the American section of the spinning industry, estimating that at least \$150,000 or \$6,500 per mill will be saveable annually in the cost of production. The estimate is based on the combination of twenty mills. Savings would be effected in overhead expenses, salaries, fees, the lower cost of cotton by bulk purchases and increased selling efficiency.—*Reuter.*

AUSTRAL-CHINA NAVIGATION CO

S.S. "CALULU"

will be despatched hence on the 18th APRIL, 1928

FOR BRISBANE, SYDNEY, MELBOURNE & ADELAIDE via Manila, Sandakan and Rabaul.

For Freight and Passage Apply to:—

DODWELL & CO., LTD.

Queen's Building. Agents. Tel. No. Central 1030.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.

Sailings from Hongkong—Daily at 8 a.m. (Sundays and 10.30 p.m. only).
Sailings from Canton—Daily at 8 a.m. (Sundays and 4.30 p.m. only).

MACAO LINE.

FROM HONGKONG: 8 A.M. and 2 P.M. (Weekdays only).
FROM MACAO: 8 A.M. and 2 P.M. (Weekdays only).

MACAO RACE MEETING SPECIAL EXCURSIONS TO MACAO.

SUNDAY, 15th APRIL.

HONGKONG TO MACAO | MACAO TO HONGKONG

*8.30 a.m. "TAISHAN" | 3.30 p.m. "SUI AN"

*9.30 a.m. "SUI AN" | 5.30 p.m. "TAISHAN"

RETURN SALOON PASSAGE FARE: \$5.00.

Notice
*s.s. "TAISHAN" will sail from and return to Hongkong wharf
*s.s. "SUI AN" will sail from and return to Wing Lok St. wharf

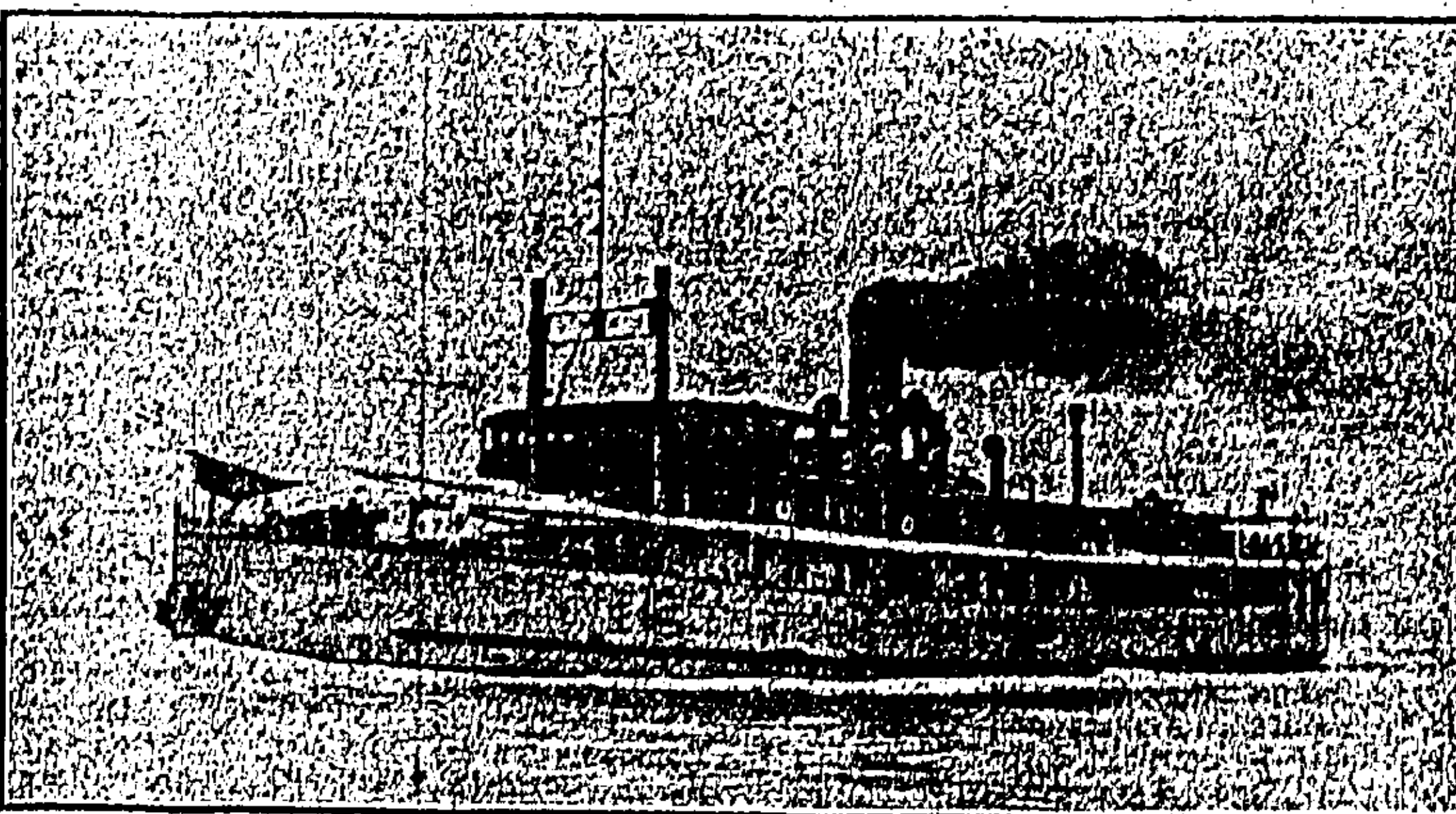
THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO," HONGKONG

Codes Used A.I. A.B.C. Fifth Edition, Engineering, First and Second Edition.

Western Union and Watkins Benson's Marconi.

Dock owners Ship Builders, Marine & Land Engineers, Boiler-Makers & Iron Brass Founder, Force Masters, Electricians.



T. S. S. "SIANG WO."

Passenger & Cargo River Steamer, built and engine at Kowloon Dock, by the Hongkong and Whampoa Dock Co., Ltd., to the order of the Indo-China Steam Navigation Co., Ltd., for service on the Middle Yangtze Hankow-Chang.

Please address enquiries to the Chief Manager:—

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.

CONSIGNEES' NOTICES.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

The Steamship, "CHENONCEAUX" Bring Cargo from MARSEILLES &c. also cargo from LA PALICE COGNAC, HAVRE &c. ex s.s. "CHIEF MECHANICIEN MAILHOT"

Consignees are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

All claims must be sent in to me on or before the Friday the 20th April, 1928, or they will not be recognized. Damaged Packages will be examined by the Company's Surveyor Messrs. Goddard & Douglas in the presence of the Consignees at 10.00 a.m. on Tuesday, the 17th April, 1928.

No Fire Insurance will be effected by us in any case whatever.

L. LESDOS, Agent.

Hongkong, 11th April, 1928.

OIL EXPLOITATION.

BORNEO DEVELOPMENT.

Hagup, Apr. 13.
The government has submitted a Bill asking parliamentary authorisation for the conclusion of a contract with the Bataafsche Olie Company for the exploration and exploitation of petroleum in four fields in Palembang Residency, one in the South Borneo, one in the East Borneo residencies, and two in Atjeh.—*Reuter.*

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)
Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hongkong (about)	Destination
INAGPORA	5,283	21st Apr.	Marseilles & London
MOREA	10,953	28th Apr.	Bombay, Marseilles & L'don
LAHORE	5,252	7th May.	Marseilles & London
KASHGAR	9,005	12th May.	Marseilles, L'don & A'werp
KIDDERPORE	5,334	22nd May.	Straits, C'bo B'bay, & Karachi
MALWA	10,936	26th May.	Bombay, Marseilles & London
HALIPORE	5,273	31st May.	Straits, Colombo & Bombay
JEYPORE	5,318	2nd June.	Marseilles, London & Hull
DELTA	8,097	9th June.	Marseilles, L'don & A'werp
RANPURA	16,601	23rd June.	Bombay, Marseilles & London
NOVARA	6,989	30th June.	Marseilles & London
KHYBER	9,114	7th July.	M'ses, L'don, A'werp & Hull
RAWALPINDI	16,619	21st July.	Bombay, Marseilles & London
NANKIN	7,058	28th July.	Marseilles & London

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyrene, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS:

TAKADA	6,949	24th Apr.	S'pore, Penang, & Calcutta
TALAMBA	8,018	3rd May.	S'pore, Penang & Calcutta
TALMA	10,000	26th May.	S'pore, Penang & Calcutta

B. I. Aparc Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

ANAPURA	6,000	4th May.	Manila, Sandakan, Thure Island, Townsville, Brisbane
TANDA	6,656	1st June.	Sydney and Melbourne.
ST. ALBANS	4,500	29th June.	

Regular Monthly Sailings from Hongkong to Japan and

Hongkong to Australia

The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, Hongkong, Kobe, Yokohama, Tientsin, Peking, and other ports en route as indicated on the

Frequent connections from Australia with the following:—

The Union S. S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co. Steamers to Southampton and London via

Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

JEYPORE	6,318	19th Apr.	S'hai, Moji, Kobe & Yok
KIDDERPORE	5,334	20th Apr.	Shanghai, Moji & Kobe
HATIPARA	7,764	25th Apr.	Moji, Kobe, & Osaka
MALWA	10,986	27th Apr.	S'hai, Moji, Kobe & Yok
TALMA	10,000	3rd May.	Amoy, S'hai, Moji, Kobe & Osaka
HALIPORE	5,273	3rd May.	Moji & Kobe
TAKLIWA	7,936	7th May.	Amoy, Moji, Kobe, Osaka & Yok
NOVARA	6,989	8th May.	Moji, Kobe, Osaka & Yok
TANDA	6,656	8th May.	Moji, Kobe, Osaka & Yok
DEVANHA	8,155	11th May.	S'hai, Kobe & Osaka
DELTA	8,097	11th May.	S'hai, Moji, Kobe & Yok
RANPURA	10,601	25th May.	S'hai, Kobe & Yok
NANKIN	7,058	5th June.	S'hai, Moji, Kobe & Yok
ST. ALBANS	4,500	5th June.	Moji, Kobe, Osaka & Yok
KHYBER	9,114	8th June.	S'hai, Moji, Kobe & Yok
RAWALPINDI	16,619	22nd June.	S'hai, Kobe & Yok

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & Co., Agents.

P. & O. Bldg, Connaught Rd., C., Agents.

BOSTON, NEW YORK & BALTIMORE.

JOINT SERVICE OF THE

"BLUE FUNNEL LINE"

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE.

(ELLERMAN AND BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG

S.S. "CITY OF DUNKIRK" ... via Suez Canal 17th Apr.

S.S. "CITY OF EASTBOURNE" ... via Suez Canal 18th May.

S.S. "CITY OF NEWCASTLE" ... via Suez Canal 15th June.

Steamers proceed via Suez Canal or Panama Canal at owners' option.

Subject to Change without notice.

For freight and particulars apply to:—

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.

Hongkong & Canton. Jardine Matheson & Co., Ltd., Canton.

AUSTRALIAN-ORIENTAL LINE, LTD.

"Changte" & "Taiping."

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS.

VIA MANILA, AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.

EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.

HONGKONG TO SYDNEY—19 DAYS.

STRAMER

DOES HONGKONG ON OR ABOUT

SAIL'S HENCE ON OR ABOUT

TAIPING 11th May 18th May

CHANGTE 8th June 15th June

TAIPING 10th July 17th July

For Freight & Passage, apply to—BUTTERFIELD & SWIRE

Tel. C. 36 Agents.

HOTELS.

THE HONGKONG

HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL.
Telegraphic Address: "KREMLIN, HONGKONG."

AND

SHANGHAI

ASTOR HOUSE HOTEL; PALACE HOTEL;
MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."

HOTELS.

LIMITED.

In association with the Grand Hotel
Des Wagons Lits, Peking.

KING EDWARD HOTEL.

Most Modern and Central Hotel in the Colony, all Bed Rooms
newly renovated and installed with Box Spring Beds, Hot and Cold
Water, also Telephone.

Tea Dances:

Monday, Wednesday and Friday, from 5 to 7 p.m.

Hotel launch meets all steamers.

(\$25 for thirty Third Tickets can be had at the Office of the above

Hotel.)

Tel. Add:—"Victoria."

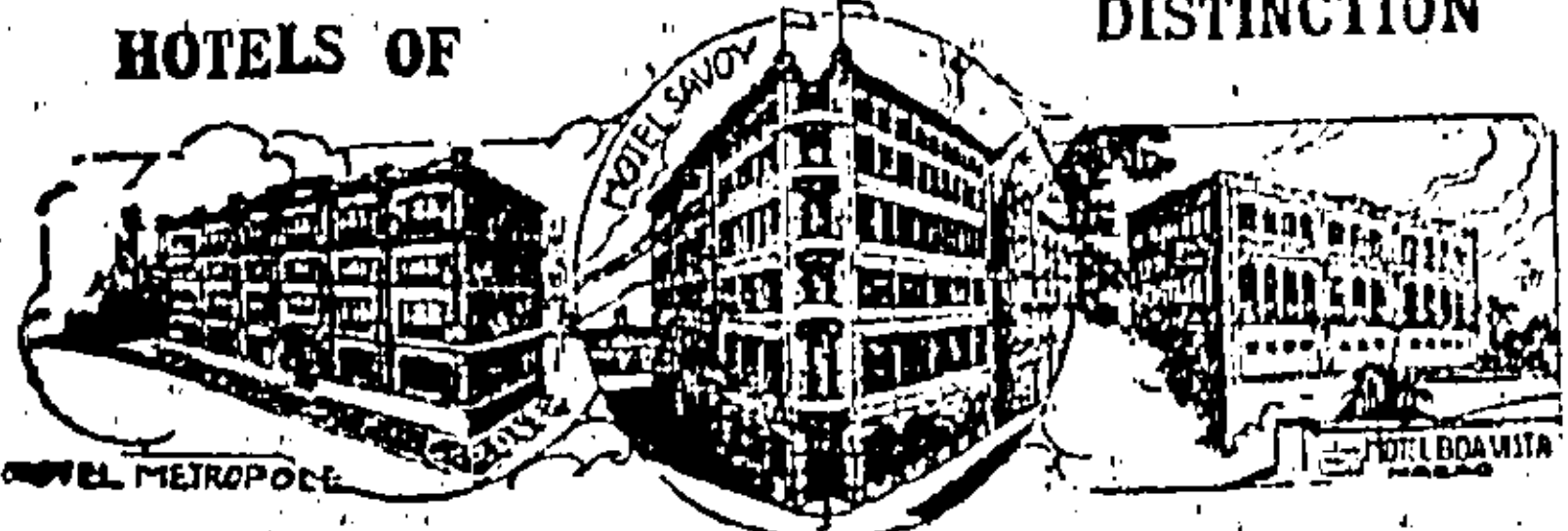
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J. H. WITCHELL,

Manager.

HOTELS OF

DISTINCTION

The Kowloon Hotel
Kowloon.

The Premier Hotel in Kowloon with all modern conveniences.
High Class Cuisine and Table Appointments. Wonderful view of the
Harbour and Peak, and five minutes from the Ferry, Wharves and
Railway Station. Representative meets all steamers.

Daily Rates from \$ 6.00.

Monthly Rates from \$130.00.

Under the Personal Supervision and attention of

MR. & MRS. H. J. WHITE.

Tel. No. K.608 & K.609.

Cables. "Kowlotel." Kowloon.

PALACE HOTEL.

Tel. Kowloon No. 8. Tel. Address "PALACE."
Three minutes from Kowloon Wharf, Ferry and Railway Station.
Entirely, under English Management. Electric Light and Fan throughout.
Every Room with Private Bath. Lounge, Bar and Billiard-Rooms.
Unrivalled Cuisine under the personal supervision of the proprietress.
Terms moderate. Special terms to families on application to:
Mrs. J. H. OXBERRY, Proprietress.

EUROPE

Cables:—"EUROPE
Singapore."

HOTEL

SINGAPORE.

After-dinner
dancing everyTuesday, Thursday
and Saturday.

Grill

THE EUROPE HOTEL LTD.

Arthur E. Odell, Managing-Director.

THE HOTEL RIVIERA

MACAO

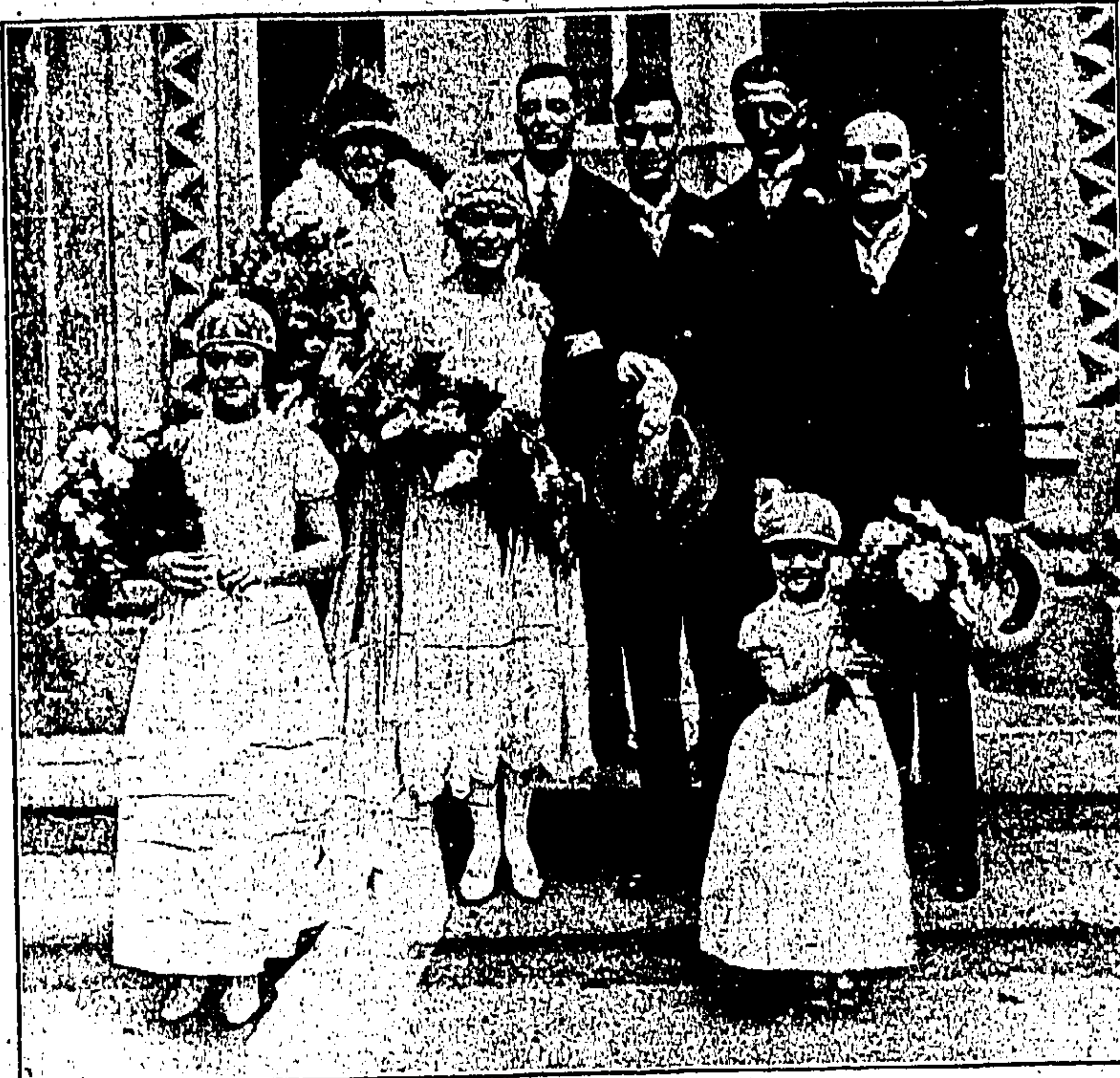
Cable Address:—"RIVIERA, MACAO"

EMBODYING THE
LUXURIES OF MODERN HOTEL
CONSTRUCTION

THE FINAL EXPRESSION
OF COMFORT AND
SERVICE

Printed and Published for the Proprietors by ALFRED MORLEY,
No. 2 and 5, Wyndham Street, in the City of Victoria, Hongkong.

TUESDAY'S CATHEDRAL WEDDING.



Group taken at the wedding, at St. John's Cathedral on Tuesday, of Mr. Walter J. Keates
and Miss Dorothy Ray. (Photo: Ming Yuen).

CONSTRUCTION CO.
PROSPECTS.

(Continued from Page 1.)

No Winding Up.

In spite of the heavy losses
your Company has sustained, we
certainly do not think we should
entertain any idea of winding up
the business until we have
thoroughly tried out the re-
organisation which has recently
been effected.

Our Frank Pilling Department
continues to do good work, and
the advantages of this system of
preparing foundations are un-
doubtedly becoming more widely
known and appreciated.

During the past year, we have
established satisfactory con-
nections in Tientsin, also one may
say, consolidated our positions in
Shanghai. The prospects in re-
spect of North China are good,
and in order to take advantage
of the opportunities offering, your
Directors have decided to obtain
additional Frank Pilling equip-
ment, which will enable us very
shortly to have two complete
equipments stationed at each of
our main operating centres, i.e.
Hongkong, Shanghai and Tientsin.

Pioneer Work.

It will be seen from the balance
sheet that the item "Works in
Progress" includes a sum of over
\$30,000 representing the cost to
date of this pioneer work in
North China. The amount in
question is in the nature of good-
will or preliminary expenses, and
arrangements have been made for
this to be written off in due course
by means of a percentage against
the value of Frank Pilling work
done in North China.

During 1927, we met a small but
regular demand for our cen-
trifugal concrete pipes, etc. So far
as can be ascertained, these pipes
have given satisfaction wherever
they have been used, but to make
a success of this department we
must endeavour to enter a larger
field than is afforded by Hongkong
and district. Enquiries have re-
cently been received from the
Straits Settlements and from
Borneo, and it is also encouraging
to note that our pipes have this
year been taken up by the Public
Works Department of the Hong-
kong Government. Taking all
in all there are good prospects of ex-
pansion in this department.

Before concluding, I might draw
attention to the fact that the con-
tingent liability of \$50,000 which
appeared as a memorandum on
our balance sheet of last year,
has now been eliminated. This
was in connexion with a debenture
for that amount issued by the
Company as security for the due
performance of contracts with the
Hongkong Government, and the
debenture in question has now
been cancelled.

Share Capital.

At the last general meeting, a
shareholder suggested that the
share capital of the Company
should be reduced, to correspond
with the heavy losses which have
been sustained, and this sugges-
tion has been carefully consid-
ered by your Directors. It is felt,
however, that it would be wiser
to ascertain by actual experience
what prospects the Company has
of being in a position to pay divi-
dends on the reduced share
capital, before incurring the legal
costs, etc., in connexion with the

AMERICA AND NO
MORE WAR.POWERS INVITED TO
MAKE TREATY.THREE VITAL ARTICLES IN
THE DRAFT.

WORLD-WIDE PACT.

New York, Apr. 13.

Mr. Kellogg has invited Britain,
Germany, Italy and Japan to join
France and the United States in
the negotiation of a world-wide
treaty binding the nations not to
make war.

Mr. Kellogg's Note to the Powers
recalls the earlier American Note
of February 27 and says that
considerations raised by France
regarding obligations under the
League Covenant and the Locarno
and other treaties will not neces-
sitate modifications of the Ameri-
can proposal for a multilateral
treaty, as every nation can sub-
scribe to the treaty with proper
regard to its interests.

Moreover, signature of a treaty
renouncing war by the Powers
invited would have a tremendous
moral effect and would ultimately
lead to the adherence of all
countries in the world.

Existing Commitments.

The Note adds that the Franco-
American discussions have reach-
ed a point where it seems essential,
with a view to ultimate success,
that each of the invited Powers
have an opportunity of formally
deciding what extent its existing
commitments constitute a bar to
its participation with the United
States in the unqualified renuncia-
tion of war.

The Note is accompanied by the
text of M. Briand's original pro-
posal of June and the subsequent
Franco-American correspondence.
(Continued on Next Column.)

proposed step. The question
therefore remains in abeyance,
but will not be overlooked.

Having now summarised, to the
best of my ability, the present
position of your Company, I beg to
propose that the report and ac-
counts for the year 1927, as pre-
sented, be adopted. When this
has been seconded, I shall have
pleasure in replying to any ques-
tions thereon that shareholders
present may desire to put.

The motion for the adoption of
the reports and accounts was
seconded by Mr. T. Arnott and
carried unanimously.

Business Matters.

On the proposal of Mr. J. Col-
thart, seconded by Mr. Siu Kin,
Sir Robert Ho Tung and Mr. J. T.
Bagram were re-elected Directors
of the Company.

Messrs. Lowe, Bingham and
Matthews were re-appointed
auditors of the Company, on the
proposal of Mr. M. A. Figueirido,
seconded by Mr. J. T. Bagram.

There were present Mr. R. G.
Shewan (Chairman), Sir Robert Ho
Tung and Mr. J. T. Bagram
(Directors) and Mr. S. C. Cook,
A.S.A.A. (Secretary). Sharehold-
ers present were Messrs. Siu Kin,
M. A. Figueirido, T. Arnott and J.
Colthart.

HOW MUCH DO YOU KNOW?

The following are the replies to
to-day's question:—

1. The Académie Française: the earlier
parts of the eighth edition of the French Dic-
tionary. 2. (a) Lambeth Palace, (b) 10,
Downing-street, (c) Fulham Palace, (d) the
Manor House, (e) the Vatican. 3. A "Sour
Urtilla (Colombia). 4. He may dial his own
exchange and then dial "1 1 1" for police or
"2 2 2" for fire. Alternatively, he may dial
"operator" and then call as before. 5. To
"translate" is to reproduce the meaning of a
passage in another language in the correct
idiom of that language; to "construe" is to
exhibit the grammatical structure of the pas-
sage by translating as literally as possible. 6.
The diamond. 7. Sound waves. 8. The air
vestal virgin. 9. Helium gas is non-inflam-
mable; hydrogen gas is not. 10. Rival poli-
tical factions in the Holy Roman Empire dur-
ing the Middle Ages. 11. The use of more
words than are necessary in speaking and
writing, e.g., more preferable. 12. Niccolò
Machiavelli (1469-1527).

FINE FOR WEEK-END.

The weather forecast up to noon
to-morrow is:—East or variable
winds, light to moderate; fine
generally.

together with a preliminary draft
of the multilateral treaty.

Articles of the Treaty.

The draft treaty consists of three
articles. One condemns the re-
course to war for the solution of in-
ternational controversies and re-
nounces it as an instrument of
national policy in their relations
with each other.

The second article provides that
a settlement of all disputes which
may arise between them shall never
be sought except by pacific means;
and the third article says that when
the treaty has come into effect it
shall remain open as long as it is
necessary for the adherence of all
other Powers.—*Reuter's American
Service.*

A Formal Proposal.

Tokyo, Apr. 13.

The American Ambassador called
on the Vice-Minister of Foreign
Affairs and presented a formal
proposal for a non-war pact.—
Reuter.

Britain Sympathetic.

London, Apr. 13.

Mr. Houghton, United States
Ambassador in London, handed to-
day to Sir William Tyrrell,
Permanent Under-Secretary for
Foreign Affairs, a Note covering a
copy of the correspondence which
has recently passed between the
United States and the French Gov-
ernments on the subject of a
treaty for the outlawry of war. A
similar note has also been pre-
sented in Berlin, Rome and Tokyo.

Although the French and
American Governments have not
yet found agreement on the text of
such a multilateral treaty, British
public opinion fully recognises the
importance of the American readi-
ness to enter into such an agree-
ment. The proposal is assured of
the most careful and sympathetic
consideration by the British Gov-
ernment.

It is recognised that a treaty on
the lines of the American proposal
might be so drafted as not to con-
flict with the obligations of States
members of the League of Nations,
but to accord fully with the prin-
ciples underlying the Covenant
and that adherence of the great
Powers, including the United
States of America, to such an in-
strument would greatly strengthen
the moral conscience of the world.
—*British Wireless.*

SHADES OF CAPTAIN KIDDI—

ROMANCE on the high seas, aboard
desperate pirate ships and gallant
Spanish men-o'-war, in gay New Orleans
and in moonlit gardens!—

"THE
Eagle
OF THE
Sea"

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Garamount
Picture
with
Florence Vidor, Ricardo Cortez

FRANK LLOYD'S successor to "The Sea
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the Mexican Gulf buccaneers.

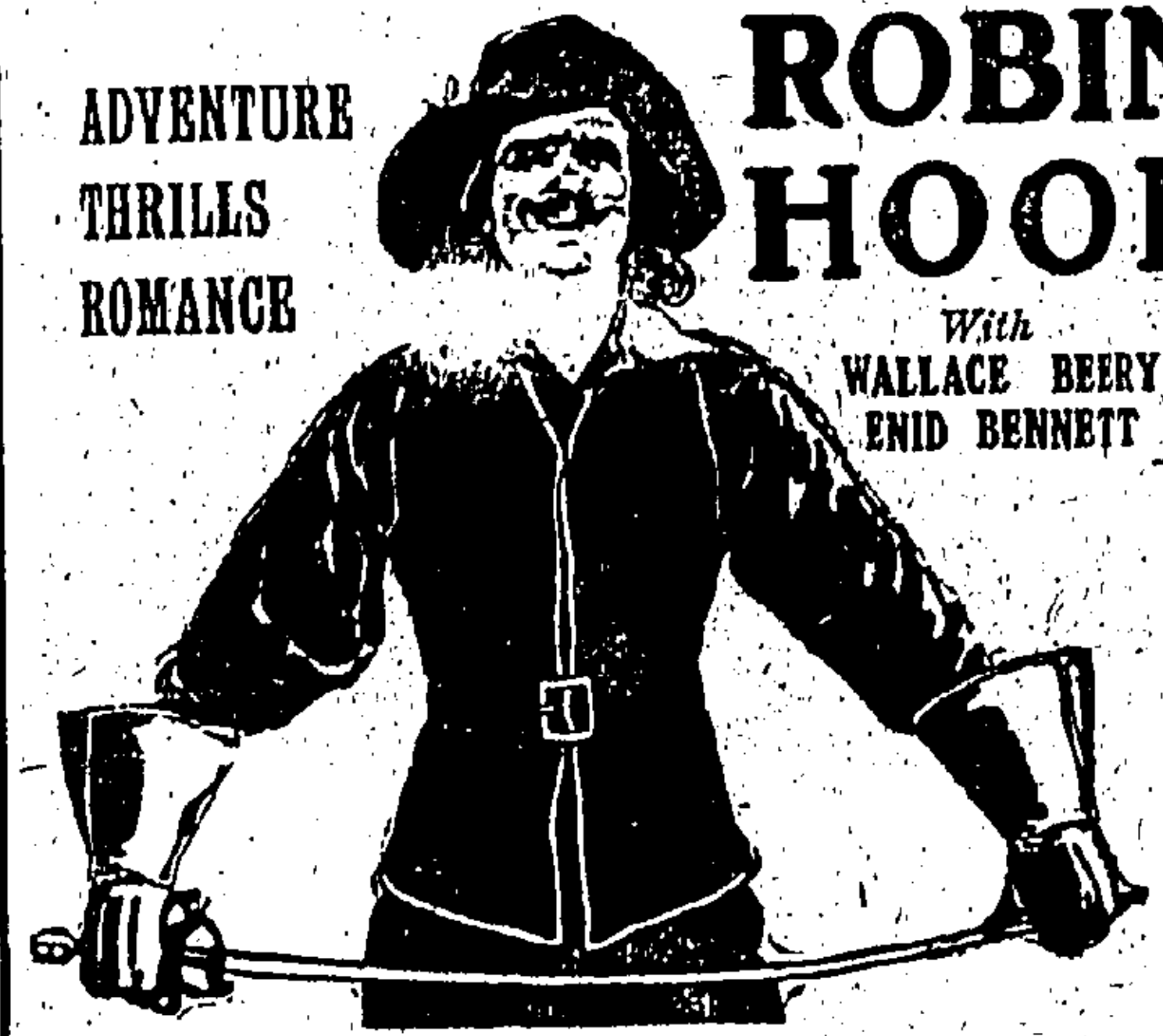
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TO-DAY
At 2.30, 5.10, 7.15 & 9.20.

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With
WALLACE BEERY
ENID BENNETT



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Orchestra 5.15 and 9.20. Interpreter 2.30 and 7.15.

DRAMA, thrill and amazing realism in a stirring
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WITH
SEENA OWEN & JOSEPH SCHILDKRAUT
ADAPTED BY PINKA FOX FROM THE STAGE PLAY BY LANGDON MCCORMICK

DIRECTED BY JOSEPH HENABERY



A METROPOLITAN PRODUCTION
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Continuous 2.30 to 11.15.